

MAY 18 '31

VOL. XII

Registered U. S. Patent Office

MAY, 1931

No. 4

## Connects Profits with Lobstering

From the baiting of the traps to the weighing of the lobsters, the Buoy Line is often the connecting link between profit and loss.

Serious consideration should therefore be given to the kind of Buoy Line you buy.

Your first protection lies in the fact that Columbian Guarantees its Copperized Buoy Line. You will find the guarantee on the Tape-Marker in every line.

Then, Columbian has perfected the art of copperizing. It is thorough and lasting and will resist fouling for the life of the line.

Columbian is also waterproofed—flexible wet or dry—always easy to handle—will not kink and is rotproof.

It is also a perfectly balanced line with plenty of strength to haul the traps aboard and the proper endurance to withstand the fierce drag of the power winch.

For the greatest Buoy Line value, ask for Columbian Copperized Rope.

**Columbian Rope Company**

362-90 Genesee Street

Auburn, "The Cordage City", N. Y.

Branches: New York Chicago  
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# COLUMBIAN BUOY LINE

Boston Office and Warehouse

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*with the*

**FROST BRAND  
"SUPERIOR"  
OILED CLOTHING**



Guaranteed to withstand the strain and  
wear taxed upon clothing by the hardest  
workers in the world, the Fishermen.

*Manufactured by*

**D. O. Frost Corporation**

Factory and Office, 10 Wharf St., Gloucester, Mass.



**Include in your next order  
for ships stores**

*Always good*

**Gorton-Pew Fisheries Co., Ltd.**

Gloucester, Mass.

## GEORGE E. ROBERTS

**Rigger and Contractor**



*Loft:*

**Burnham's Railways**

Tel. 1411

Gloucester, Mass.

## Impervo Manila Buoyline



**WHITLOCK Impervo** Manila Buoyline was developed after considerable research and study of the ideas submitted to us by the fishermen. Their suggestions have been carefully incorporated into this new Buoyline by our expert rope-makers and chemists, with the result that we now offer **Impervo** unreservedly, as

### The Fishermen's Own Rope

**Impervo**, as its name implies, is impervious to the elements as well as to wet and dry rot; the treatment keeps the rope soft, pliable and free from nag and kink; consequently, the handling of lobster pots is greatly facilitated at all times.

**Impervo** meets the growing demand for rope treated with a better preservative than tar or other uncertain substitutes. The special process renders **Impervo** proof against the attacks of water mould and marine growths which cause depreciation of fibre strength and so frequently weaken and destroy warps, resulting in the loss of gear.

**Impervo** Manila Buoyline, like all other Whitlock products, fully deserves the splendid reputation it is rapidly gaining among discriminating fishermen; in its manufacture, the same high standards of fibre quality and care and skill in workmanship are maintained.

Whitlock **Impervo** Manila rope is also ideal for Net Rope and other fishing gear.

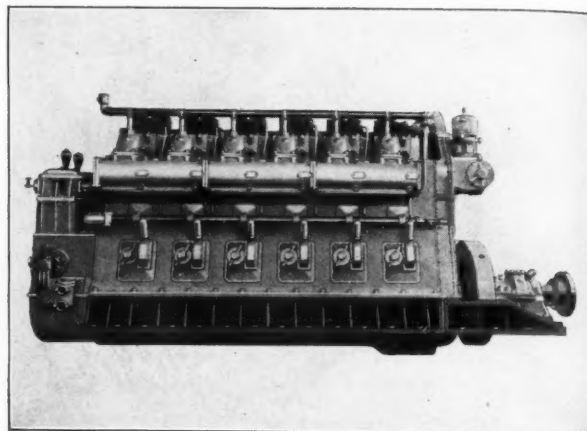
*It will pay you to investigate*

## WHITLOCK CORDAGE COMPANY

46 South Street  
New York

226 State Street  
Boston, Mass.

*The Full Benefit  
of Modern*  
**DIESEL  
POWER**



*400 h. p. Winton-Diesel. Direct reversible.*

In countless vessels of all kinds, Winton-Diesel Engines have proved their sea-going ability. They are economical, clean, quiet, and reliable. Simple in design, easy to operate, they meet every need of the modern fishing vessel. An engine room equipped with Winton-Diesel main engines and Winton auxiliaries, all designed to function together, insures the greatest possible economy in operating cost, as well as the reliable power plant performance needed to cut down costly idle time for layup and repairs. Because Winton-Diesels are well balanced, they do their work smoothly and quietly, with very little wear—they last longer. Designed and built to provide the full benefit of Diesel power for the modern fishing vessel, Winton-Diesels, built by America's leading Diesel engine builder, range in size from 100 h. p. to 1500 h. p. Details sent upon request.



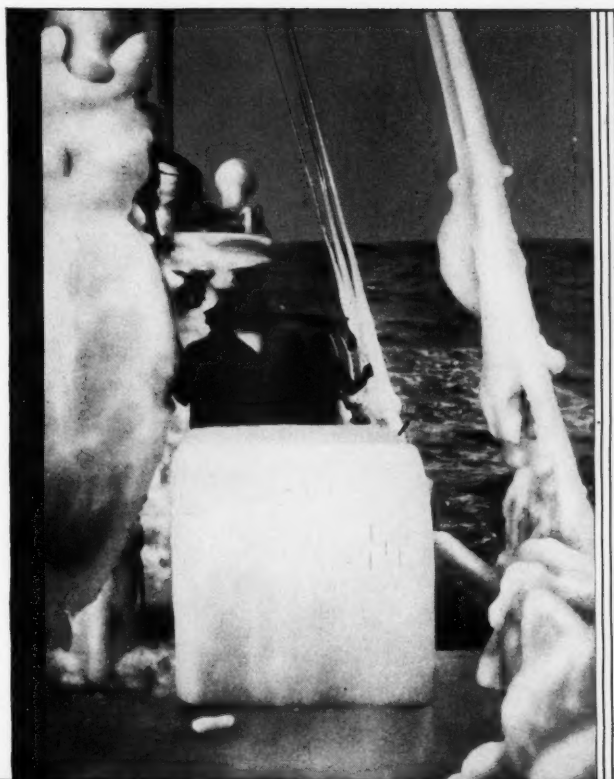
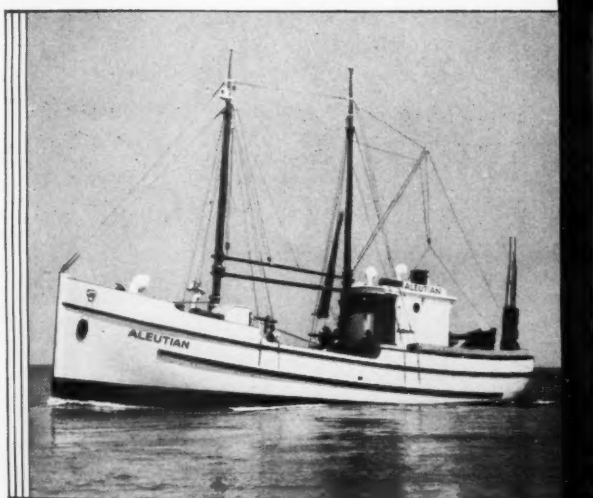
**WINTON ENGINE CORPORATION**  
*Cleveland, Ohio, U. S. A.*

**WINTON**



How the halibut schooner "Aleutian" looked, on its return from a recent trip to Alaska.

# **For service in the HALIBUT BANKS OF ALASKA diesels have to be "built"**



**T**O MAKE the grade under the severe weather conditions encountered during the spring and winter, in the halibut banks of Alaska,—an engine has to be made of *real stuff*.

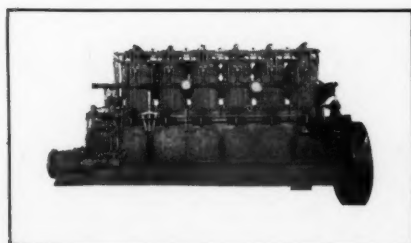
Ask Capt. Paul Pedersen of Seattle. He'll tell you about the tough going that the Atlas Diesel-powered schooner "Aleutian" recently ran into, in Alaska.

In hundreds of other boats, in every conceivable type of marine service, throughout the world, the Atlas has built up the enviable reputation of being the Diesel that "*stands the gaff*".

Fishermen will tell you, too, that there's no diesel like an Atlas for trawling—because it's so flexible in maneuvering. Besides,—it's unusually low in operating costs.

Investigate the Atlas Imperial Diesel before you buy another engine. Sizes range from 20 HP to 500 HP. For interesting facts... in booklet form... mail coupon.

## **ATLAS IMPERIAL *full* DIESELS**



Factories and Executive Offices: Oakland. BRANCHES: Chicago—Houston—Portland, Ore.—San Diego and Terminal Island, Calif. DISTRIBUTORS AT: New York—Baltimore—Philadelphia—Omaha—New Orleans—Kansas City—Los Angeles—Seattle—Portland, Ore.—Miami—Jacksonville—Gloucester—Tulsa—Boise—Tacoma—Astoria and Bandon, Ore.—Honolulu—Manila—Vancouver, B. C.—Hyalinthe, Quebec. FOREIGN DISTRIBUTORS AT: San Jose, Costa Rica—Lima, Peru—Rio de Janeiro, Sao Paulo, Recife, Porto Alegre and Rio Grande do Sul, Brazil—Santiago, Antofagasta and Iquique, Chile—Guayaquil, Ecuador—Cristobal, Canal Zone—Buena Ventura, Columbia—Bangkok, Siam—Papeete, Tahiti—Auckland, N. Z.—Sydney, Australia.

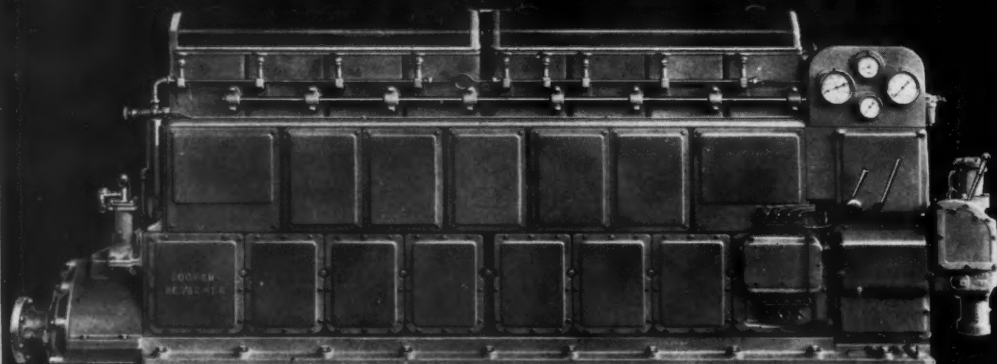
ATLAS IMPERIAL DIESEL ENGINE CO.,

2853 Glascock Street, Oakland, Calif. Please mail free book.

Name

Address

Use



## IN ONE DAY COOPER-BESSEMER FLEET LANDS 960,000 POUNDS AT BOSTON FISH PIER

The new type Cooper-Bessemer diesel engine — 150 to 400 B. H. P. — has many improved features. Compactness, sturdiness, and simplicity recommend it for fishing boat service. Other Cooper-Bessemer diesel engines from 35 H. P. to 1500 H. P.

ONE day, the end of March . . . 12 Cooper-Bessemer powered vessels landed 960,000 pounds at the Boston fish pier — 14 other vessels, the balance of the fleet, landed 870,000 pounds on that day.

Those figures tell an impressive story about Cooper-Bessemer diesel engines. They tell of the leadership of these sturdy, reliable engines which power many of the best earners in the east coast fleets.

And the explanation is simple — where profits and power go hand-in-hand, a dependable, economical engine is the logical choice.

### THE COOPER-BESSEMER CORPORATION

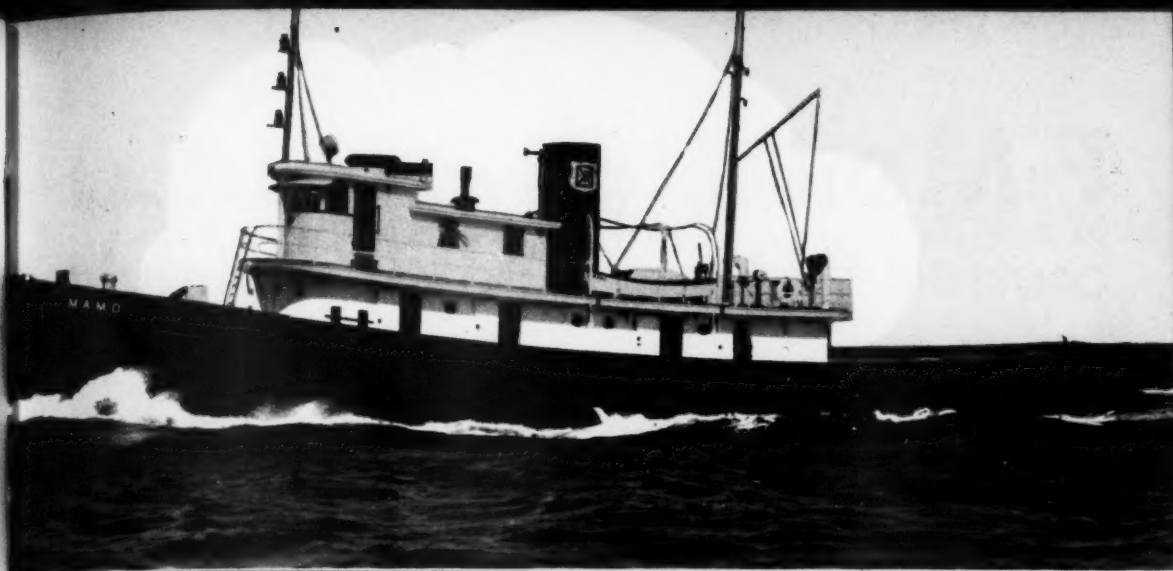
GENERAL DIESEL SALES OFFICES: SUITE 301, 25 W. 43rd ST., NEW YORK CITY  
131 State St., Boston, Mass. Hoffar's Ltd., 1790 Georgia St. W., Vancouver B. C.  
The Pacific Marine Supply Company, 1213 Western Ave., Seattle, Wash.

PLANTS: Mount Vernon, Ohio

Grove City, Pa.



# COOPER-BESSEMER



*Showing the trim, clean-cut lines of Young Bros.' new Diesel towboat, snapped on its trial trip in the San Francisco harbour.*

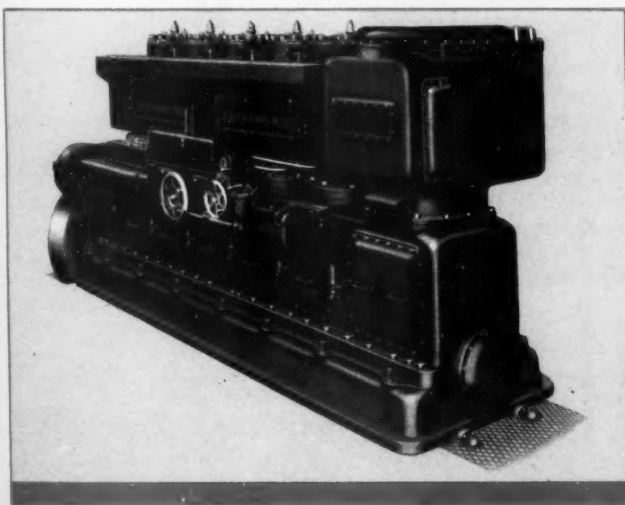
## The "Mamo"— Largest Diesel Powered Towboat makes noteworthy run on her maiden voyage

WITH two large steel barges in tow, the "Mamo," Young Bros.' new \$250,000 towboat, reached Honolulu on April 8, 1931, on her maiden voyage—10 days and 15 hours out of San Francisco. During this continuous run an average speed of 8.19 nautical miles per hour was maintained. Dispatches from Honolulu indicate that the engines

"worked perfectly" throughout the trip.

This powerful towboat is an outstanding application of Fairbanks-Morse marine equipment. The main propulsion engines are two 750 hp., 5-cylinder F-M Diesels. Auxiliary equipment includes two 45 hp. F-M Diesel generating sets, a motor driven rotary pump for lubricating oil, a motor driven water circulating pump and motor driven pumps for fire, general service, oil transfer and bilge.

The "Mamo" is the ninth vessel of the Young Bros.' Honolulu fleet to be powered with F-M Diesels. Significant evidence of satisfactory performance.



*One of the two 750 hp., 5-cylinder Fairbanks-Morse Marine Diesels that power the "Mamo."*

# FAIRBANKS-MORSE

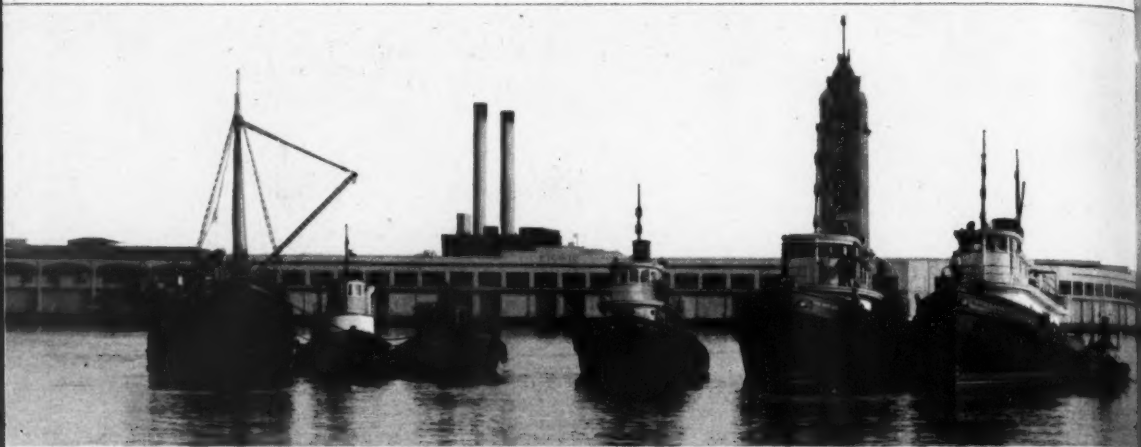
## DIESEL ENGINES

POWER, PUMPING AND WEIGHING EQUIPMENT





# F-M Diesel powered fleet owned by Young Bros., Honolulu



*Seven boats of the Young Bros. fleet. Left to right: Mai, Mahala, Mithala, Mithat, Mikimiki, Mahoe, Hukihuki. In addition there are the "Helen" and the new \$250,000 "Mamo." All of these boats are Fairbanks-Morse.*

**F**OR years, Fairbanks-Morse Diesel engines have been performing dependably and economically in the holds of Young Bros.' vessels. Today this widely known Honolulu organization owns nine F-M Diesel-equipped boats, used in the pineapple trade in Hawaiian waters.

Seven of these boats are shown in the group picture on this page. In addition, there are the "Helen" (from which the photograph was taken), and the new "Mamo." The "Mikimiki," "Mahoe" and "Mamo" are powered with twin F-M Diesels.

**FAIRBANKS, MORSE  
& CO.**

900 S. Wabash Ave.  
Chicago

*Branches with Service Stations  
in Principal Ports*

*The "Mamo" is the latest addition to the Young Bros.' fleet. This vessel is powered with two 750 hp. F-M Diesels.*



## FAIRBANKS-MORSE DIESEL ENGINES

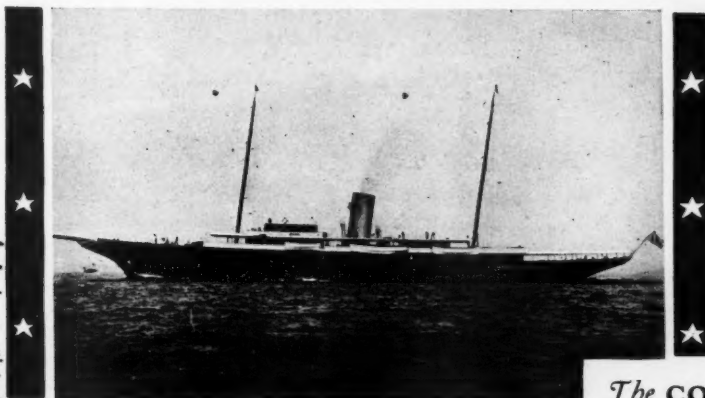
POWER, PUMPING AND WEIGHING EQUIPMENT



# "Bath Always Builds Good Ships"



*The VIRGINIA*  
Pinnacle of 30 tons burden



*The CORSAIR*

L. O. A. 343 ft. 6 in.  
Beam 42 ft. 8 in.  
Depth 27 ft. 0 in.  
Draft 18 ft. 6 in.  
Shaft H.P. 6000  
Speed 18.15 K  
Steam Turbo Electric

## The FIRST and the BEST

in 1607 the "Virginia," first American-built vessel, was launched near the mouth of the Kennebec. Rough and crude according to modern standards, still for the times and for the means at hand, a worthy ship, making as her first voyage, one across the Atlantic to the mother country, England. Generations have passed but the work of building good ships continues.

in 1930 the steam yacht "Corsair," an equally significant ship, left the ways. Equipped with every device modern shipbuilding and engineering skill could conceive, but more important still, a sound, worthy vessel, she was constructed and launched for a most discriminating yachtsman. Bath notes with gratification that many marine authorities call her one of the *best* American-built vessels, worthy successor to the traditions of the "Virginia."

in 1931 in '32 and '33, and throughout the years, Bath will build good ships, endowed with the spirit of the Kennebec—water travel, the best of its time . . . something greater than materials . . . workers' pride in craftsmanship . . . careful adoption of worthy new inventions and improvements in the art of shipbuilding . . . soundness and dependability.

Whether Bath builds trawlers, tugs, Naval vessels, passenger ships or luxurious yachts, they will always measure up, within their class, to the standard of the "Virginia" and the "Corsair." They will be worthy of the spirit of the Kennebec.

### Some Outstanding Bath-Built Boats

Corsair	Diesel Yacht
Arag	Diesel Yacht
H-Esmaro	Diesel Yacht
Vanda	Diesel Yacht
Black Douglas	Aux. Sch. Yacht
Plaoida	Diesel Yacht
Paragon	Diesel Yacht
Trudione	Diesel Yacht
Sylvia	Diesel Yacht
Winchester	Steam Yacht
Virginia	Steam Yacht
Aphrodite	Steam Yacht
Pantooset	Steam Yacht
Bidou	Diesel Yacht
Gielow	Diesel Yacht
Althea	Diesel Yacht
U. S. S. Wadsworth	T.B. Destr.
U. S. S. Pruitt	T.B. Destr.

### Now Building

Caroline	Diesel Yacht
Holonia	Diesel Yacht
Helene	Diesel Yacht
Zampa	Diesel Yacht
Sea Pine	Diesel Yacht
Illinois	Diesel Trawler
Maine	Diesel Trawler
Hulls No. 147-153 incl.	U.S.C.G.

**BATH IRON WORKS CORPORATION**  
SHIPBUILDERS AND ENGINEERS

*Bath, Maine*

U. S. A.



## A FISHERMAN'S LIFE

depends on his rope; so does his very livelihood. That is why we have always made the best rope we knew how. Our business was founded by fishermen and shipowners—by men who made rope for their own kind. Nearly ninety years of experience lie behind it, and today we are making better rope than ever. Our latest product—Maritime Manila Fishermen's Rope—is a proof of this. It has been developed by a process of our own, and is manufactured only by us. It is water resisting and rot resisting. It stays pliable, and it splices and handles easily, whether wet or dry. Owing to its permanent lubrication, it resists wear, both normal and abrasive. It is not easily affected by marine growths. It costs and weighs no more than New Bedford Pure Manila, and we supply it in all sizes and types. Above all, it is dependable, everywhere, and at all times. That is what a fisherman wants to know about a rope. And that is what every fisherman knows about any rope made for his use by the

### NEW BEDFORD CORDAGE CO.

Established 1842  
General offices, 233 Broadway, New York  
Mills, New Bedford, Mass.  
Boston Office, 10 High St.



# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

"The Fisherman's Magazine"

Published Monthly at 92 West Central St., Marchester, N. H.

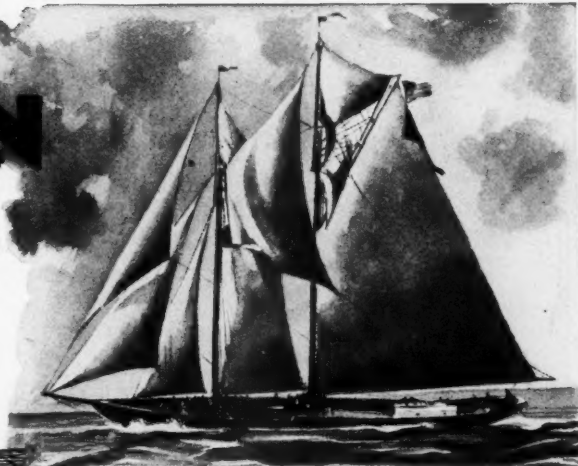
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P. G. LAMSON, *Publisher and Editor*

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## The American Fisherman Does Not Want to go Handlining This and Other Fishery Problems Discussed by Thomas J. Carroll, President of Gorton-Pew Fisheries Company

"RECENT reports to the contrary notwithstanding", says Thomas J. Carroll, of Gloucester, Mass., "we are not trying to take jobs away from American fishermen in favor of Nova Scotians. In the face of the present unemployment situation such action would be unwarranted. In fact, we would be glad to ship Americans—if we could get them—but we can't. The American fisherman does not want to go handlining. We are employing, in our loft, a number of the sons of American fishermen. They would not go fishing for twice the amount we are paying them."

"It has been suggested that we were bringing in Nova Scotians at lower wages. Anyone who knows the lay of a fisherman knows the fallacy of such a statement."

"In a recent newspaper editorial, reference was made to 'Heroes of Gloucester', by Connelly, and the works on Gloucester by Rudyard Kipling. While these men are worthy of all the wonderful stories written about them, as no braver set of men or better American citizens ever sailed the seas, it is a fact that only a small proportion were natives of Gloucester."

"We have three vessels to go handlining. Two of them have shipped crews, but the other one has been in for three weeks and has been unable to sign a single man. This situation does not apply to all kinds of fishing but only to handlining. Skilled fishermen are required on a handliner, and even with experienced crews the boats have not been earning any money. An inexperienced crew would mean a 'broker'."

"Of course, we want to prevent fishermen, who come here to man our boats, from leaving and taking other occupations which could just as well be filled by Americans, and we have offered the Department of Immigration a bond guaranteeing that this will not occur."

Speaking of the destruction of small fish, Mr. Carroll states that this subject certainly merits the attention of the Government and the industry as a whole. "At the present time our Government is taking less interest in the industry than

any country I know of. Commissioner O'Malley and Dr. Lewis Ratcliffe are doing wonderful work and will do all they possibly can, but they must have more support in the way of appropriations. As it is, their activities are decidedly limited."

"The Canadian Government is meeting its fishery problems. It is aiding the fishermen in every way possible, providing

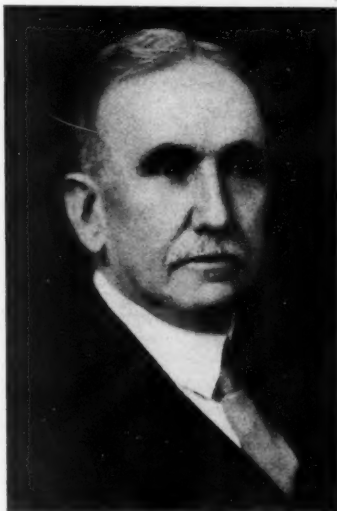
bounties, subsidizing collection service and freezers, providing bait, etc., while our Government makes an occasional survey as to the habits of certain fish. This is valuable, but the results should be followed up."

The question of the depletion of our fishing resources, we are reminded by Mr. Carroll, is not a new one. Over 20 years ago when trawlers first started to operate, the Government made an investigation of this same thing. At that time, Dr. Smith, Chief of the Bureau of Fisheries, reported that if the fish were not migratory the trawlers would eventually clean them out, but that cod and haddock, being migratory, moved to the banks from deep water reservations and consequently were not depleted to any great extent by the use of trawlers.

Freezing on board, according to Mr. Carroll, is a long way off. If the day comes when we have to go greater distances for our fish, as they do in England, and the time spent going to and from the grounds is greater, then it may be feasible. But as long as we can get fish within 24 or 48 hours run, he cannot see where it will be of advantage.

The Gorton-Pew Fisheries Co. owns and operates 18 boats, and owns shares in 24 others. In a great many cases they have helped men, who are worthy, to build boats and have taken shares in them.

Thomas J. Carroll, who is President and General Manager, has been with the company for 25 years, starting in as General Manager, which position he held up to 7 years ago when he was made President. He is also President of the Gloucester Cold Storage Co., the Cape Ann Cold Storage Co., and the Gloucester National Bank. He is Vice-President of the Producers Fish Co.



Thomas J. Carroll



*Mackerel Fishing, Signal-Men Sighting a School, on the New England Coast in 1872.*

## Gloucester Mackerel Fleet at Cape May Doubles the Early Catch of Last Year

By E. A. Goodick

**T**HE fleet of mackerel seiners has been quite successful this season. The total catch up to April 25 was 1,617,250 pounds as compared was 972,295 pounds in 1930.

The first arrival of mackerel at Cape May was on April 9 when the seiner *St. Rita* brought in 30 barrels of mostly 7 inch fish, caught about 80 miles South of Cape May break-water.

On April 17 the *St. Rita* arrived at Cape May with 17,000 pounds of large mackerel.

The corresponding week last year the mackerel fleet did not land any fish, but the netters landed light catches of mixed mackerel.

Heading the list of arrivals at Wildwood on April 17 was the *Orion* with 40,000 pounds, followed by the *Linta* and *Rose Marie* with 25,000 pounds each; *Natalie II* and *St. John* with 20,000 pounds each; *Bethulia*, 18,000; *Nova Julia*, 13,000; *Josephine and Mary*, 12,000; and *Angie and Vence*, 10,000.

On April 22, Capt. Dahlmer brought the *Orion* in with a fare of 76,000 pounds. This was his third trip this season, and for the amount of fish landed headed the fleet.

The first direct Boston arrivals this year were the *Jennie and Julie*, Capt. Paul Scola, and *Uncle Sam*, each having a fare of 30,000 pounds, coming in on April 28. Last year the first direct arrivals were the *Fannie Powell* with 10,000 and *Antonina* with 11,000 pounds on May 6.

On April 30, 16 netters were reported at Cape May, the *Louis A. Thebaud*, Capt. Percy Pieroway, being high liner.

Owing to unfavorable seining conditions receipts of mackerel for the last week of the month were light, and quite a few of the landings were by netters, as the moon was more favorable for netting.

The total catch up to May 1 was 1,904,250 lbs., as compared with 2,703,295 lbs. in 1930.

Reprinted from Harper's Weekly, Oct. 12, 1872

"Mackerel fishing affords a livelihood to a large number of the hardiest inhabitants of our Northeastern coast. The fishery is pursued at sea in schooners of from thirty to one hundred and twenty tons. Operations commence in the latter part of March, when the mackerel return to our coast from their Winter's absence in more southern waters, and last until the end of November.

"By that time the fish, and their relentless pursuers also, have made the entire circuit of our Eastern coast, from the capes of Delaware, where they first appear in early Spring, to the extreme borders of Maine and the bays of British America, and back again as far as the headland of Cape Cod. Thence, about Thanksgiving Day the fish take their departure for Winter quarters.

"Our illustration has reference to the near shore mackerel fishery on the New England coast. During the season the most experienced fishermen of a village or temporary settlement act as signal-men for their companions and keep a constant look-out, from some elevated point, for the appearance of a school of mackerel. The instant one is sighted the information is signaled to the whole community, who hasten to put to sea to secure the rich spoils awaiting their hooks and lines."

### Consolidated Lobster Co.

The Consolidated Lobster Company of Boston, Gloucester's latest industrial acquisition, is opening its business here by becoming a royal roofer for Cape Ann, even going so far as to call its lobsters "Ipswich Bay Blue C", and will distribute them with this label. Its last year's output was six million pounds, and its market is nation-wide.

This company, the largest of its kind in the world, is as its name implies, a consolidation of several lobster concerns, which combined about three years ago. These concerns were the Parnell Lobster Co., Boston Lobster Co., H. McGinn Co., H. Putnam Co., John G. Cox Co., the Bay State Lobster Co., and the original Boston Consolidated Lobster Co. They have bought out the supply stations of the John Stimson Co. and George Caldwell, both of South



Hancock, Maine, besides the largest source at Rockland, and others at South Bristol, Vinal Haven and Swan's Island. Their properties extend to Nova Scotia and New Brunswick. The company's officers are A. L. Powell, President and General Manager; H. McGinn, Vice-President, and F. P. Powell, Treasurer. The company's assets are listed at \$817,170.

The initial move here was to engage L. B. Naus & Sons to erect a small single-story structure to handle business until the removal of the granite along the pier at the Bay View plant of the Rockport Granite Co. would allow them to construct a permanent building.

The lighter bearing the first lobster floats unloaded in the waters adjacent to the length of the pier. Superintendent Nickerson stated that there would be 100,000 pounds of live lobsters deposited here right away, and that the weekly amounts would increase to 300,000 pounds, thus making Gloucester not only the headquarters of the company, but also one of its largest distributing centers.

#### Request Waiver of Ban on Seasonal Fishermen

An order recently issued by the Immigration Bureau of the Department of Labor prohibits the seasonal movement of alien fishermen into the United States, unless they can show an unrelinquished domicile in this country. This is a departure from the custom of previous years but is an outgrowth of the unemployment situation, not alone in the United States but in Canada.

The Gorton-Pew Fisheries Co. have requested a waiver which will permit them to employ 16 seasonal fishermen for their schooner *Elk*, Capt. Sayward McLaren, now fitted out for a handlining trip but lacking a suitable crew.

A trap fishing concern in Newport, Rhode Island, has also asked permission to employ fishermen from the Maritime Provinces.

Thomas J. Carroll, President of the Gorton-Pew Fisheries Co., says that the life of a handline fisherman is a hard one, and that it is impossible to get enough American young men to man these vessels.

Capt. McLaren says that while there are local men who want the work, they are not capable of doing handlining, and cannot stand the rough service on the banks.

Capt. Orlando Goodwin, who is at present without a command, states that if the necessary number of Nova Scotia fishermen are admitted, he can get a vessel, otherwise he must remain unemployed.

All requests for waivers are being investigated by the Immigration Bureau of the Department of Labor. Should the ban be lifted in certain instances, it would probably be required that employers file a bond in effect that the seasonal fishermen shall return home at the expiration of the fishing and not accept other employment in the United States.

#### Crew of "Angie L. Marshall" Sent Home by U. S. Consul

Telling a dramatic story of the crushing of their vessel, the fishing schooner *Angie L. Marshall* of this port, in the ice of La Poile Bay, Newfoundland, 12 miles from Ireland Island, and of their desperate struggle, first by pumping for hours in a vain endeavor to keep the vessel afloat, and then rowing ashore in their dories in bitterly cold weather, Capt. Robert Porper and 19 men, the crew of the wrecked craft, arrived on the steamer *Yarmouth*. They were sent home by U. S. Consul Johnson at North Sydney, N. S., having been brought to that port on the Canadian steamer *Kyle* from Newfoundland.

#### "Lincoln" Damaged Propeller on Trip to South

The local seiner *Lincoln* hit an obstruction in the Cape Cod canal April 9 and broke her propeller. The craft was towed back to port by the schooner *Gertrude L. Thebaud*, which had been sent across the bay to take her in tow. She was hauled out on Parkhurst's railways for repairs.

#### Halibutter Hit Submerged Log

The local halibutter *Dacia* returned April 15 leaking quite badly around the stern. While on Nantucket Shoals, the craft ran head on into an unseen obstruction, believed to have been a log, and opened up her stern quite badly. She was headed back for port and hauled on Burnham's railways for repairs.

#### "Grand Marshall"

The *Grand Marshall* will sail halibut fishing commanded



Picture of the "Angie L. Marshall" in Gloucester, taken before her ill-fated trip.

by Capt. Lemuel E. Spinney, it being Capt. Spinney's first trip since he sold the *Oretha F. Spinney*, to Capt. Carl Olsen.

## Provincetown

By the Observer

**A**FTER having taken nothing but small sized herring for the past three months, which were shipped to Boston and New York markets, the local weirs took their first large bait herring during the latter part of April. They were frozen by the various cold storages here and the majority of these fish will be used to bait vessels of the Boston fleet. The Boston fisherman *Gossoon* was in here April 25th taking eleven thousand for bait on a shacking trip to Western Bank, leaving the same evening.

#### Flounder Fleet Returns from Hyannis

Part of the local flounder fleet having been fishing out of Hyannis since the middle of March, returned here May first. Those of the fleet who remained here, now find it necessary to fish off the back side on account of the law passed last year restricting the area between Race Point at Provincetown and the Gurnet at Plymouth to the canal. After the first of May a few of the fleet will fish and make trips to Boston, while others will fit out for local mackerel netting, swordfishing and seining.

#### Power Dory Fleet Fishing Out of Gloucester

The power dory fleet have done nothing the past two or three weeks. The cod and haddock have left their regular haunts, probably due to the movement of schooling herring. Several of these fishermen have gone over to Gloucester and Rockport to fish, including Manuel Zora in his latest boat the *Mary Ellen*; Antone Elears in the *Mayflower 2nd*; John Phillips in the *Three Sisters*, and John Paul in the *Plymouth Rock*.

## Va. and N. C. Trawl Fishery Success Means More Trawlers Will be Built

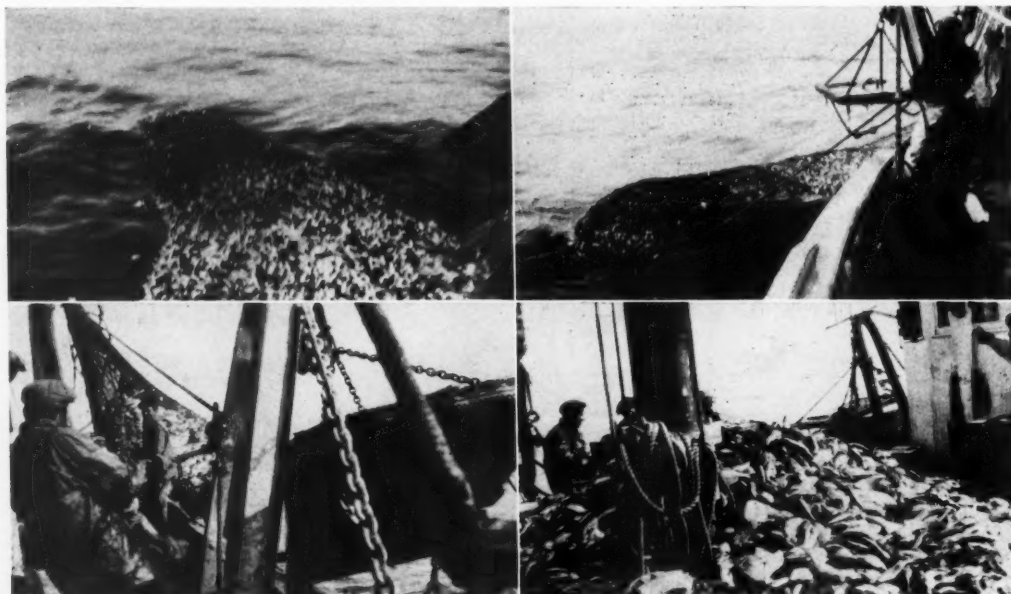
By Sandusky Curtis

**T**HE Winter Southern trawl fishery experienced a successful season. Beginning in November nearly two score fishing trawlers exploited the recently discovered fishing grounds off the Virginia and North Carolina coasts and marketed their varied catch mainly at the ports of North Carolina, Virginia, and Cold Spring, New Jersey.

more steady weather of the warm variety the fishing industry has received a real impetus. From the pounds of the Chesapeake Bay area, the trawlers off the Virginia Capes fishing grounds, the seine fishermen at Ocean View and Cape Henry, and the fishing group at Hatteras, come reports of bulging nets and very fair prices. This condition is resulting in fishermen being able to repair the damages done by the storms of February and March. Trout, bluefish, flounders, spots, croakers and other varieties are being brought to port. What is unusual for this section, according to Capt. J. Watkins, veteran fisherman, is the catching of codfish which the handline fishermen find are biting eagerly.

### Trawler Business Thriving

A business running into hundreds of thousands of dollars



Action Pictures of New Industry off Virginia Capes, taken on the "Malolo", Hampton, Va., Trawler  
UPPER LEFT: Bringing in the Fish. UPPER RIGHT: Getting Ready to Bring the Catch Aboard.  
LOWER LEFT: Over the Side. LOWER RIGHT: The Catch on Deck.

The success of these fishermen, who brought a romantic touch of the deep sea to the Chesapeake Bay, has lead the U. S. Bureau of Fisheries to make a study of the fishery.

Preliminary figures indicate that about 5,000,000 pounds of fish were caught during the past Winter by the trawlers. Scup or porgies lead in abundance followed in quantity by summer flounders or flukes, croakers, sea Bass, hake, and weak fish or sea trout. Other kinds of food fishes taken in smaller quantities include sturgeon, butterfish, codfish, squid, eels, bluefish, spots, sea scallops, lobsters, hogfish, pollock, haddock, whiting, mackerel, and shad. The Winter home of the majority of our middle Atlantic and Chesapeake Bay food fishes has been discovered and perhaps a fishery of outstanding importance is developing near the spot where the first English settlers landed on this continent—Cape Henry, Virginia.

This fishery has made a notable addition to the Winter supply of fresh fish, particularly in the Southern markets of the country. What effect this fishery will have on the long established Summer inshore pound net fishery is unknown. The latest statistics for the Summer catch of scup along the middle Atlantic and Virginia coasts, largely made by pound nets, show a total annual catch of approximately 4,000,000 pounds. It is estimated that nearly 2,000,000 pounds of scup alone have been taken during the past Winter off the Virginia coast.

### Catching of Codfish Reported

A good and profitable supply of fish, restriction of clamming off Ocean View, harrowing escapes from the clutches of the storm by fishing boats, and continuation of good business in crabs and oysters, are outstanding events of the Spring in the Virginia and North Carolina territory. With

is that of the trawlers operating in and out of Hampton Roads. There is a Virginia owned trawler, the *Malolo*, which has been making very successful trips. As a result there appears to be every indication that more trawlers will be built and equipped for service on the Virginia fishing banks off Cape Henry.

It is because of the increasing business that comes into Hampton and Phoebus that active agitation has been advanced for the deepening of the approaches into their harbors from Hampton Roads, the docks in those places being about twelve or thirteen hours run from the center of the deep sea fishing.

### Oysters and Crabs

Into the ports of Norfolk, Portsmouth, Newport News, Hampton, Phoebus, and points like Chincoteague on the Eastern shore, the oyster boats, and those of the crabbers, are entering for disposition of their produce. Business is fairly brisk and the retail prices are better than they have been.

### Oyster Season Extended

At the meeting of the Commission, of which Judge Chinn is chairman, the request of the oystermen that the season on oysters above the seed line be extended to June 1 was granted. It is the usual ruling that the season closes May 1.

### Praises Inspection of Oysters

A flattering commendation of the manner in which the oyster inspection work in Virginia is being handled was made by Dr. W. H. Park, bacteriologist of the New York Health Department, following a visit to the James River and Hampton Roads sections in April. Dr. Park was the guest of W. R. Berry in charge of the Shellfish Sanitation Bureau, and made his inspections aboard the new boat *Pasteur* of the State.

## Portland, Maine Receives 6,000,000 Pounds Landed by Boston Trawlers

By Alfred Elden

**B**URNHAM & Morrill Co. has broken all records in its fish packing department this Spring. It has been running night and day and was obliged to take on much additional help to handle the immense quantities of ground fish discharged from the steady stream of beam trawlers at its East Deering plant. The season began March 17 and practically ended April 25 although an occasional fare may be handled in May.

Officials of the company stated that up to April 21 they had handled 6,072,000 pounds of cod, haddock, cusk and hake. The first arrival was the beam trawler *Louis M. Winslow* on March 17, and up to April 21 there were 34 other arrivals to produce the grand total mentioned. The size of the individual trips varied from 70,000 pounds to a high line trip of 252,000 pounds landed by the beam trawler *Harvard*. The biggest day's receipt was 510,000 pounds brought in by three vessels.

Practically one-third of the total catch this season was landed in one week, April 5-11, when 2,172,000 pounds were weighed out. The following week was the second biggest with a total of 1,847,000 pounds.

Four different Boston trawling concerns sent their vessels to the Portland plant. The Bay State Fishing Co. sent 16 of the 35 arrivals; the Ocean Trawling Co. and the Frank J. O'Hara Co., five each; Whitman, Ward & Lee, six; and the O'Brien Trawling Co., three.

When Cap'n Jim Wise brought the trawler *Harvard* in with 252,000 pounds, it set the veteran fish handlers reminiscing. Back in 1914 the Burnham & Morrill Co. was the first ever to bring a steam trawler to Portland; in fact, it brought two of them, the *East Hampton* and the *Long Island*, and at different times during that season. Cap'n Wise was in command of both of them. Every year since with the exception of the time the United States was engaged in the World War he has been sailing trawlers in and out of Portland. He has long been noted as a high-line skipper, his fares usually running 200,000 or more while the largest he ever landed was 417,000 pounds.

### Sardine Packers Will Defer Operations Until August First

History repeats. A year ago this Spring the early herring schools showed up in poor condition for the sardine packers. They were neither the right size nor the right quality for maintaining the high standard of excellence now set in the Maine sardine industry. It was August before the schools passed the muster of State, Federal and factory inspectors, and canning operations began. The total pack was about 1,250,000 cases which was the smallest in years or only about 60% of normal.

U. S. Bureau of Fisheries biologists established a laboratory at Eastport last Fall and all through the Winter and Spring so far have made frequent examinations of the herring. It was earnestly hoped, in view of the long, hard Winter and lack of employment for coast folk, that the canning season would start shortly after April 15, the legal opening date, and continue until Fall.

But, unfortunately, the herring are in no better condition this season than they were a year ago. Following a meeting at Eastport at which representatives of practically all the

packers, State and Federal officials were present, it was agreed that there is little likelihood of a sardine herring being packed until August 1 and perhaps later. Inspections now require that the herring must be totally free of the red feed, and of the right size and quality, before they may be put up.

On May 1st it was estimated that there were a little more than 200,000 cases of goods unsold on hand. That is not a large carryover, but large enough when the small pack of last season is considered. There is not the demand for sardines that there is when the financial condition of the country is more normal; when the people have more money to spend. There can be nothing but a short and intensive period of sardine packing on the Maine coast this Summer.

### Sea Coast Now One of the Largest

The Sea Coast Canning Co. at Brown's Wharf, Portland,



The "Maine", launched at the Bath Iron Works, Bath, Maine, April 7, for the Red Diamond Trawling Co. of Boston, commanded by Capt. Patrick J. Kelley. The "Maine" sailed on her maiden trip early in May.

has just completed an addition that makes it one of the largest sardine factories on the coast.

### Maine to Have Single Commissioner of Fisheries

The Maine legislature, recently adjourned, enacted several new laws pertaining to the sea and shore fisheries. Most important was the abolishment of the Sea & Shore Fisheries Commission and the creation in its stead of a Department of Sea & Shore Fisheries. For some time the commission has been composed of three members and a director, Horatio D. Crie. It was decided that advisory services of the commission and the expense of maintaining it were unnecessary. So, as soon Governor Gardiner makes the appointment, there will be a single Commissioner of Fisheries. It seems to be the feeling that Mr. Crie will be the appointee as there has been little criticism of his work as director.

### Closed Season on Salmon

A closed season has been declared on salmon in the Penobscot River and Penobscot Bay, from July 15 to April 1. At no time may salmon be taken in these waters by gill-nets, seines or like apparatus. This does not effect the use of weirs as at present operated.

### Lobstermen Must Make Annual Returns

Lobster-fishermen will now be obliged to make annual returns within one week after the first of July of each year





Two fine fish weirs at Eastport, Maine.

to the new Commissioner of Fisheries. They must estimate the total number of pounds of lobsters caught by them with a statement of their receipts during such year from the sale of such lobsters, and a statement of their estimated expenditures. The commissioner will furnish proper blanks.

#### Trawlers Barred from Sheepscot Bay

It was ruled that no groundfish shall be taken from Sheepscot Bay waters except with trawls or ordinary hooks and line. Beam trawlers and small draggers are barred.

#### "Shannon" Launched for Capt. Bill Thomas

Captain Bill Thomas, 72, veteran fisherman, is rejoicing in the completion of his fine new fishing schooner *Shannon*, recently launched from the yard of J. D. Morse, at Damariscotta. She will hail from Portland and is the first new schooner to join the local fleet since the arrival of the *Alice M. Doughty II* a year ago for Captain Reuben Doughty. The *Shannon* is 66.3 x 17 x 7.9, 43 gross and 21 net tons, and has a Fairbanks-Morse Diesel 60 h.p. motor. Captain Thomas will be ready in June for the swordfish.

#### New Portland Gillnetter

The reconditioned gillnetter *Hortense*, owned by the Portland Fish Co. started out to the fishing grounds April 22 on her maiden trip. The *Hortense* is commanded by Capt. Frank Doggett of Portland.

#### "Anna C" Brings in Sturgeon

The gillnetter *Anna C.*, Capt. Ole Christiansen, brought in to Portland a 200 pound sturgeon that had become entangled in its nets.

#### "Richard A. Nunan" Fishing Again

The fishing schooner *Richard A. Nunan*, of Portland is on the banks again after two months of idleness, due to the illness of her master Capt. Fred E. Bickford.

#### "Gannett" Converted for Capt. Eben Brown

Captain Eben Brown, of Portland, has bought the former U. S. Bureau of Fisheries steamer *Gannett* and is having it remodelled for fishing. It is a 70-foot craft.

#### "Fannie Belle" Joins Halibut Fleet

The first Portland fishing vessel to join the halibut fleet in several years, schooner *Fannie Belle*, Captain Fred Estes, left April 14 for the Nova Scotia coast. The vessel has been thoroughly reconditioned and has fitted out with new halibut gear. She will fish on both the Roseway and LaHave Banks grounds off Nova Scotia.

#### Prospects Good for Improvement of Corea Harbor

It looks as if the campaign long conducted by the late "Fisherman's Doctor" in ATLANTIC FISHERMAN, seeking a betterment of conditions at Corea Harbor, may eventually bear fruit. Ernest V. Woodward, state fish warden, has received word from the Lighthouse Service that the department has decided to place a whistling buoy South of the Western Island at the entrance of the harbor of Corea. Now following a hearing held last Summer on the question of dredging

Corea Harbor, Warden Woodward has received word that the project is looked favorably upon and that a survey will be made this Summer to see just what can be done. Lack of a channel at all tides up to the wharves has been a most serious handicap to the fishermen of Corea and has kept it from becoming the important fishing port it might be.

#### New Fog Horn Off Eastport Harbor

The U. S. Lighthouse Department is to install a fog horn of the siren type on Dog Island off Eastport Harbor. It will be operated by electricity and the light there which is now supplied by acetylene gas will be changed to electricity.

#### Prof. Clapp Investigates Feed of Ground Fish

Prof. William F. Clapp, of the Massachusetts Institute of Technology took a trip off to the fishing banks on the trawler *Princeton* to investigate the nature of the food that went into the stomachs of the ground fish. The *Princeton* discharged at Portland and Prof. Clapp returned by train to Boston. One of his most interesting finds were the bodies of two undigested large seagulls in the stomach of a big codfish. As the deep sea cod rarely rises to the surface, he says, this is considered unusual. Haddock were also found whose stomachs were filled with the spawn of the deep sea clam. A goosefish was also dissected and although but 42 inches long itself, a codfish only 10 inches shorter was taken from its interior. Prof. Clapp recommends that war should be waged on the goosefish as it is one of the worst enemies the valuable food species know.

#### Boothbay Harbor

The Boothbay Harbor Fish & Storage Co. has been incorporated and the new company has taken over control of the old cold storage plant at Boothbay on Commercial Street as well as the new and modern plant across the harbor on Atlantic Avenue. At the head of the corporation is M. A. Perkins, formerly president of the Cold Storage Co., of Boothbay Harbor, and John P. Kelley, treasurer and general manager of the old storage company, who assumes similar offices with the new corporation.

It was expected to get the new plant in operation not later than May 1. The old plant will be shut down. The new buildings were formerly owned by the Maine Fisheries Corporation and the plant was purchased last Fall by John P. Kelley. Since that time the stockholders of the old corporation voted to come into the new corporation to operate the new property. A modern freezing plant has been installed.

#### Howard Acquires New England Maritime

James W. Howard, of Boothbay Harbor, has acquired the plant of the New England Maritime Co. there. This includes a shipyard and marine railway. Many fine four and five-masted schooners were built at the yard for the Crowell & Thurlow fleet of Boston, in the palmy days of sailing vessels. The plant is now equipped to do all kinds of building and repair work on fishing vessels, steamers, etc.

#### Thomaston

At Thomaston, Charles A. Morse & Son has just sent another fine trawler down the launching ways. It is the *Viking* for Hans Haram, Brooklyn, N. Y., and New York will be the home port. Dimensions are 77 x 19.1 x 8.3, 67 gross and 30 net tons. The engine is a 150 h.p. Wolverine Diesel.

#### Black & Gay

The Black & Gay Co., at Thomaston, is one of the best small canning plants in Maine. This Spring it has been employing 78 women and 15 men in the factory. Two large collecting boats are employed in bringing clams to the factory. Between 400 and 500 bushels of clams have been canned daily. One of the boats recently brought to the factory 356 bushels of clams in one load, the largest on record.

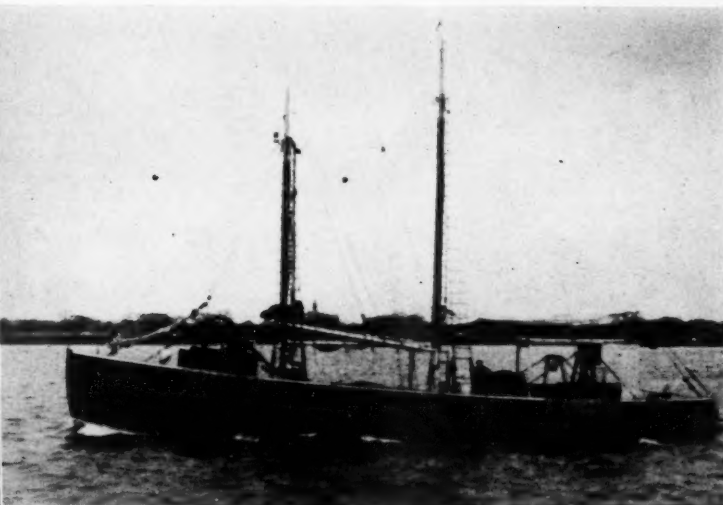
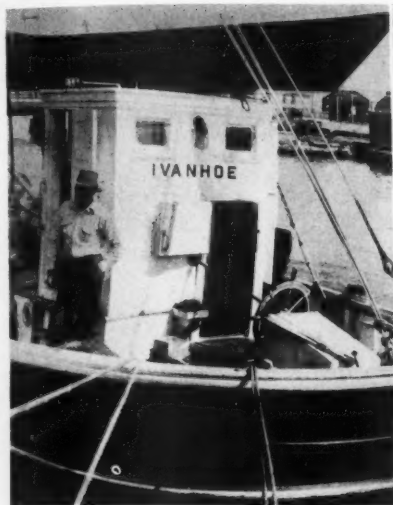
#### Jonesport

The William Frost boat shop at Jonesport has laid the keels for two new 37-foot fishing boats, one for Leon Alley, the other for George Lowell, both of Prospect Harbor.

#### Clever Seamanship

While several miles off the Portland Lightship the steering apparatus aboard the beam trawler *Alden A. Mills*, bound out for the fishing grounds, broke and the vessel returned to Portland under a jury gear. It was steered by the two winches which are used ordinarily to raise the otter trawls—a clever bit of seamanship. The gear was repaired by Williams Bros., at Custom House Wharf.





Capt. William Collis of Nantucket, and his new schooner "Ivanhoe".

## New Bedford Outfitting Schooner "Ivanhoe" for Capt. Wm. Collis of Nantucket

By John J. Killigrew

THE new schooner *Ivanhoe* built for Capt. William Collis of Nantucket has arrived in port from the J. D. Morse yards at Damariscotta, Maine. The new schooner-rigged craft is 75 ft. long, 17½ ft. beam and 8½ ft. draft. She will be powered with a 125 h.p. Fairbanks-Morse Model 35 engine of the latest type. She will have Fairbanks-Morse generators and a Davenport Diesel auxiliary; Hathaway winch, fish hoist, gallows and bollards; Hathaway stern bearing and Hathaway clutch. Other equipment includes Willard batteries, Hyde propeller, Laughlin steerer, Household Marine range, Ritchie compass and Tobin bronze shaft. Cordage is Columbian, New Bedford, Plymouth and Whitlock. The *Ivanhoe*, which has a capacity of 60,000 pounds and accommodations for 10 men, takes the place of Capt. Collis' schooner of the same name lost last December.

### Change Light on Palmer's Island

The light on Palmer's Island was changed from a fixed red to a fixed green light, April 27th. The light has been red since 50 years ago. The red lights required by law have been placed on the drawbridge piers. There have been many complaints that Palmer's light was hard to distinguish from the drawbridge lights, and as the result several craft entering the harbor at night have fouled the spar buoys between Butlers Flat and Palmer's Island. The change to a green light will make the light easily seen and prevent accidents.

### New Whaleboat for Pilot Service

A 30 ft. whaleboat for use in the pilot service at Hamilton, Bermuda, has been completed at the Beetle boat yards. The pilot service at Hamilton had a New Bedford built whaleboat which was found very valuable, it was said. The fastenings of the boat are of copper and brass, and copper nails have been used throughout the boat. The boat has been shipped to Hamilton.

### Explosion on "Hazel M. Jackson"

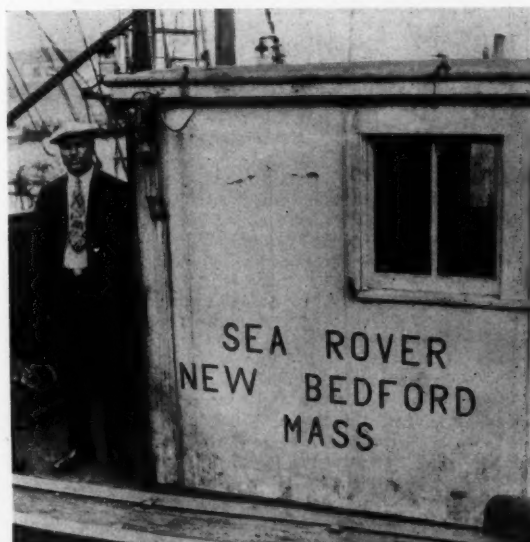
Capt. Robert L. Jackson was taken to the Marine Hospital in Vineyard Haven in a serious burned condition after an explosion on his schooner the *Hazel M. Jackson* tied up here. Capt. Jackson was opening a can of varnish remover in the fore castle, and lighted a match. A blast followed hurling him to the floor, and firing the woodwork on the companionway, blocking his way out.

### Seaman Falls to Deck

Henry Kelly, a well known fisherman in New Bedford, employed on the schooner *Melvina B.* was taken to the Marine Hospital in Vineyard Haven with several fractured ribs, the result of a 30 foot fall from the mast to the deck of the boat. He was working on the rigging when he got tangled up and smashed to the deck. Capt. Ike Norton, skipper of the *Melvina B.* called the ambulance. Kelly was washed overboard the last trip out.

### "Sea Rover" Back from Virginia

Capt. Domingoes Godinho arrived from Portsmouth, Va., with the schooner *Sea Rover* after having made a very good stock during the time while he was there. He will fish out of New Bedford now. The *Sea Rover* is 84 ft. x 17 ft. x 10 ft., and has a capacity of 80,000 lbs. and accommodations for 8 men. She is equipped with a 100 h.p. Fairbanks-Morse engine and Fairbanks-Morse generators driven by a Davenport Diesel. She has Hathaway winches, fish hoists, gallows, bollards, etc.; Willard batteries, Hyde propeller, Laughlin steerer, New Bedford and Whitlock cordage, Household Marine range, Kelvin & Wilfrid O. White compass, Hathaway doors, and Grimsby nets furnished by D. F. Mullins.



Capt. Domingoes Godinho of New Bedford, Mass., on the ketch rigged dragger "Sea Rover" owned by Hathaway Machinery Co., and now in command of Capt. Dan McCue.



The "Ethalinda Blackman", one of the newest oyster dredging boats in the Delaware Bay fleet. She is 102 ft. long, breadth 25 ft., and draws 6½ ft. of water under ballast. She is thought by many to be the fastest sailing boat on the Bay. She was designed by William H. Hand, Jr., of New Bedford, built by H. Bennett Stowman Co. of Dorchester, N. J., and rigged with New Bedford Cordage. Owned by Blackman & Blackman, of Bivalve, N. J.

## Islip, Long Island Ordinances Restrict Taking of Shellfish in Great South Bay

By J. R. Leonard

THE Town Board of Islip recently adopted a set of resolutions, pertaining to the taking of shellfish on town-owned land under water, in Great South Bay. These ordinances are to take effect June 1, 1931. To condense these ordinances, they are in effect as follows:

1. Only a resident of the Town of Islip is to be permitted to take shellfish from public under water lands of this town, and shall of necessity be a resident six months, previous to application to the Town Clerk for a permit. There shall be no charge for the issuance of such a permit.

2. (a) Tongs used in this work shall have teeth spaced not less than 1½ inches in the clear, and bows spaced not less than ¾ inches apart in the clear, nor distance between heads at intersection of hands be less than one inch.

(b) Rakes used in taking hard clams shall not have teeth spaced less than 1½ inches apart in the clear.

(c) No wires or other foreign matter shall be used between teeth or bows of such tongs or rakes.

(d) The possession of any implements having dimensions less than specified in a, b, and c, while engaged in taking of hard-shell clams shall be prima facie evidence of a violation of this ordinance.

3. Oysters, spawn or shells shall not be taken from May 31st to Sept. 1st, inclusive; or taken between sunset and sunrise at any season. Oyster shells taken to be returned to the water where taken within ten minutes after being taken. Blade or scraper tongs, known as dredges to be used only in the taking of mussels and scallops. The possession of any other shellfish while using such a dredge will be prima facie evidence of a violation of this section.

4. Shell fish not to be taken between sunset and sunrise. No persons shall take, carry away, interfere or disturb oysters or clams of another, lawful planted or cultivated, or remove or disturb stakes or boundary marks on such beds. The possession of dredges, tongs or rakes overboard on such beds shall be deemed prima facie evidence of a violation of this section.

6. Scallops measuring not less than 2 inches from the middle point of hinge, to the middle point of lip or bill may be taken from Sept. 1st to April 15th, in-

clusive. Scallops shall be culled when taken and all of a size less than 2 inches immediately returned alive to the water. Scallops shall be taken ashore in their shells, except an allowance of one gallon out of their shell, may be taken ashore by any one boat. The possession of scallops below lawful size, in excess of 3 per cent allowed, may be determined by measurement of any one bushel taken from the catch. If a bushel so measured shall contain more than 3 per cent of a legal size, it shall constitute a violation of this section.

7. Violation of these ordinances are punishable by fines ranging from \$10.00 to \$100.00, or by imprisonment from ten days to six months, or both.

The Town Board is to be congratulated in the framing of these resolutions, and was assisted by suggestions from baymen in that locality. These ordinances closely follow the State Conservation Laws and only remain to be enforced to be productive of a real benefit to all baymen.

### First of Sand Eels

The first of the sand eels came along the fourth week in April. The run so far though not very heavy, have enabled a few to ship to Fulton Market, while others are used as bait in eel pots. This bait is considered by local eel potters to be second only to scallop refuse.

### Fire Island Inlet

Fire Island Inlet, though navigable for those familiar with it, oftentimes proves not so to strangers. The channel here continually shifts, and the buoys are usually changed accordingly. The Captain of the schooner *Lulu M. Phillips* of Maryland, bound from Northport to W. Sayville with a cargo of 3500 bushels of oysters, had the misfortune to attempt the passage of the Inlet after a shift in the channel and the buoys not changed. The Captain, while following the buoys, ran aground, and not until 1400 bushels were shoveled overboard did she float. Members of the crew of the L. I. Fish Co. assisted the schooner's crew in this work and piloted her over the bar.

### Henry C. Rowe

Many friends and acquaintances of Henry C. Rowe, a pioneer oyster grower, were saddened at the news of his death at Daytona Beach, Fla. Mr. Rowe was one of the founders and at one time president of the Oyster Growers and Dealers Association of North America. The firm of H. C. Rowe & Co., now controls about 10,000 acres of oyster grounds, most of it in Long Island Sound. Mr. Rowe was 80 years of age.

## Connecticut

By Neil Morrison

FLAT fish have struck again and many barrels are loaded with nice looking fish bound for New York, each boat having from 5 to 10 barrels. It seems like good returns from Fulton Market ought to make the fishermen's pocket-books fat with green backs, that is, if the big schooners are not in ahead with their fish. That would flood the market, and trading stamps might be found in a fisherman's letter instead of a fish check.

Capt. R. Bacciochi of the fishing schooner *Baby 2nd*, came from a week's fishing trip around Newport with 60 barrels of flat fish and haddock. While hauling the net on deck, the bag let go and 25 barrels of fish were lost overboard.

### Lobstermen in Race for High Hook

Capt. Durwood Main of boat *Doris* has launched his boat and is all ready to take out a load of pots and drop them in place in the Race at Fisher's Island Sound. Everybody remembers that Capt. Main was high hook among the lobstermen last season. But Capt. Roswell Lamb, says he will meet his Waterloo this Summer among the lobstermen.

### Rare Fish Taken by Capt. Palmer

Capt. Ebbert Palmer and Mate John Singer, Jr., of boat *Rowell P.*, when out on the fishing grounds recently, in one drag took a queer fish that is seldom seen in these waters, called a monk fish. It weighed 31 pounds, and its colors were blue and a light gray. It stood 3 feet high.

## Marthas Vineyard

### Lobster Receipts Increasing, With More Gear Overboard Than Ever

By Joe C. Allen

WITH April abaft the beam, we Vineyard folks have plucked up courage and emerged from our cyclone cellars, to cast off some of the extra lashings that have secured all things movable and to chance a remark that Spring has come. It has been one of the roughest Springs that the present generation ever saw. Not as cold as others, perhaps, but so doggone windy that sand-dunes on the beaches have been moved for miles. And along with the zephyrs there came a deluge of rain that filled everything that was empty or low, ponds, brooks and even bait-tubs with the bottoms knocked out. But now, with April astern, the weather has moderated, and things are beginning to get dry once more. The sun feels hot and it doesn't do to leave your skiff without heaving a bucket or two of water into her.

The way that the lobster industry stacks up at this time presents a problem. There are plenty of 'em, apparently, and since the first gear went over the side, receipts at the local markets have been on the increase every day. The prices have remained normal right up to the present time, dropping, as usual, but no more than that. There is more Vineyard gear overboard than was ever known at this time of year, and we are told that there are twenty-six new boats outfitting in New Bedford to fish off the South side of the island.

At the same time, reports from the Provinces indicate that the Spring catch of lobsters off the Nova Scotia coast is unusually heavy and an extremely low price here is prophesied. It may work out all right, but most of the boys are showing signs of worryment. Our representative, Capt'n Ernest J. Dean, and Director Crie of Maine, have been trying for some time to construct some sort of a legal barrier to the free importation of Eastern lobsters, but it doesn't look as if anything is likely to happen this year.

#### Trap Fishermen All Set

Trap fishermen have been attempting to get their Spring work done for a month but have had one devil of a time doing it. It takes a crew of men perhaps a week to get a trap-scow ready for sea after being laid up all Winter. It takes half a day for a man to bark, sharpen and smooth out a trap-spile, and after these things are done, it uses up from one to two hours in lading a scow and getting her on to the ranges. Having progressed thus far, it causes a man's courage to ooze away, like a rubber boot heel against a galley stove, when he gets blown half out of water thirty minutes after he lets his anchors run. And that's what the boys have been up against alongshore. However, by the grace of God and the strength of their own backbones, they managed to wind up the spile driving on April twenty-second.

Capt'n Norman Benson, who started in at Lambert's Cove a trifle ahead of the rest, had his twine overboard and took the first Spring mackerel on April twenty-first; three of 'em, that ran in with about eight barrels of alewives. From now on, the traps will occupy a prominent position in the scheme of things in these latitudes.

#### Flounders and Yellow-tails

With the short-booted gang that follows the free swimming fish, things have broken fairly well until a very late date when the market dropped into the lower hold with the arrival in the big markets of the first Spring fish. There has been a steady increase in the size of the hauls, both in shoal and bold water. Flounders and yellow-tails have been and are still running chin-deep to a giraffe, while the cod are so thick that ocean steamships have grounded on the schools.

There is the usual quota of flies in the ointment at that. In the first place, this run is bound to be but a brief spurt every Spring on account of Summer fish striking on and knocking the spots out of the market if it isn't already glutted. And so our shoal-draught boats have certain choice spots all marked out on the chart where they can go and mop things up for a few days, or a week or two, wind and weather permitting. This Spring, however, our neighbor,



The "Eleanor Nickerson" is 127 ft. overall and carries 12 double dories. She has accommodations for 27 men and capacity for 200,000 pounds of iced fish. She is powered with a 230 h.p. Cooper-Bessemer engine and has United deck hoist, Colo lighting plant, Edison batteries, Hyde propeller, Stoddart steerer, Plymouth cordage, Shipmate range and White compass. She was built for Capt. Enos Nickerson and is commanded by Capt. Irving Morrissey.

Nantucket, chopped off a chunk of her own otter-trawling ground along with a part of that used by Cape Cod fishermen, by legislation. It probably was a darn good thing, because most men seem to agree that the fish come into that area to spawn during the Spring. But the Vineyarders failed to close the sound at the same time, which was an error, as Cape Cod boats and several from Nantucket descended on those aforesaid choice spots and laid there until they were picked dry.

#### Vineyard Schooners in the South

Schooners *Liberty* and *B. T. Hillman* have gone South after the mackerel.

#### First Alewives

The first alewives were taken by Joe Tilton of Chilmark, in his trap in Menemsha Pond, on the last of March. The haul was three barrels.

#### Sea Scallops

Every time Capt'n John Salvadore goes out after sea-scallops he brings in a larger trip. The last, before this writing was 675 gallons, and he wasn't able to stay long either.

Nantucket asked the Division of Conservation for a month's extension on their scallop season, claiming that there were plenty of scallops that would die within a few months and that times were hard. The State Department granted the extension, but the selectmen of Nantucket refused to grant permits and so the season ended on the island at the same time as the rest. It's hard work to convince anyone that a bonafide fisherman needs employment in Winter.

#### Whales

Reports have been made of whales on various fishing grounds. Some of the vessels from the Vineyard struck whales on the inner edge of Georges lately and the critters interfered with their fishing. There ought to be a law about this. Capt'n Zeb Tilton, running East from Long Island Sound, raised a white whale off Seaconnet Point that played a game of tag with his schooner for an hour. The critters ought to be required to carry number-plates or something, so that they could be reported when they get so darned gay.

#### Capt'n Peakes' New Boat

Capt'n Harry L. Peakes has his new boat out of the shop getting the finishing touches put on, but Jim Vincent, the builder threatened to keel-haul your correspondent if he took a picture before the waterline was painted on, hence we will have to wait a spell. Keel-hauling is a painful experience according to all we have heard about it.



## Canso, N. S.

### Lobster Season Opens with Good Supply and Fair Prices

By Cecil Boyd

**T**HE lobster fishing, which is the most important branch of the industry in this section at this time of year, opened up on the 20th of April and ends on the 20th of June. Reports from the Guysboro County coastline show that the season is opening with a good run of these valuable shellfish. The price has started off as good, if not better, than was expected, from the rumors current during the period just previous to the opening of the season, 16 cents being paid for markets, and 6 and 4 cents for canners.

Austin Haskins, of Canso, is smacking for the South Shore Packers again this season, and Wesley Munroe, of



*"O. K. Service III"*

The *"O. K. Service III"*, which replaces the *"O. K. Service II"* for smacking lobsters, was built for Capt. Seth E. Himmelman, of West Dublin, N. S., by John MacLean and Sons, Ltd., of Mahone Bay. She has a 225 h.p. Fulton Diesel engine, eight cylinders, four cycle, 500 r.p.m. She is equipped with a Goodrich cutless rubber stern bearing. A. M. Smith & Co., Ltd., of Halifax, supplied the engine, bearing and equipment.

Whitehead, is on the route for Nevilles who have a canning factory at that port. Captain Wm. Shrader, of Canso, is again acting as local agent for Matthews & Scott, of Queensport, during the lobstering season.

#### Government Collection Service Curtailed

The Government-subsidized smacking service, which takes market lobsters from individual fishermen as well as firms along the Guysboro County and Richmond County coastlines, and carries them direct to the Boston market, is in operation again this Spring. It was tried for the first time last year, and is being reduced somewhat this season, both in number of carriers and extent of territory covered. The Nova Scotia Shipping Company, whose boats carried on the service last year, will again perform the work, with three of their fleet, the *Nova II*, Capt. R. P. Robertson, *Nova III* and *Nova IV*, Capt. Moore. Whereas last Spring they went as far West as Owl's Head, in Halifax County, this year they will not go any further than Port Bickerton, Guysboro County.

Capt. Seth Himmelman has been operating a lobster smacking service to Boston in his own property, the *"OK Service"* boats, and the Department does not intend to go into his territory this year. There has been a protest from the Halifax County fishermen against the withdrawal from that county, but it is not likely that any change will be made in the present schedule.

#### "C. A. Anderson" Has Anchor Picked Up by Trawl

The Lunenburg fishing schooner *C. A. Anderson*, Capt. Daniel Mosher, arrived in port recently from the vicinity of Sable Island, where the schooner had been fishing, and reported the loss of three dories, during a heavy Northwesterly. She also reported a rather unusual experience, when her anchor was picked up by the trawl of a beam trawler, name and nationality unknown, and the schooner towed in this fashion for some distance, before she was released. When the *Anderson's* anchor was hauled up it still had part of the trawl attached to it.

## Canada

### To Have Fishery Survey.

#### New Brunswick, Prince Edward Island

By Chester A. Dixon

**A** LARGE gathering of Island Board of Trade representatives gathered at Welchpool, Campobello, during the second week in April to confer with A. D. Ganong, M. P. for Charlotte County and Mr. McQueen of Cockfield, Brown & Co., Ltd., of Montreal, advertising experts, appointed by the Dominion government to look into the general fishery situation in Canada and make a survey. The meeting was presided over by J. F. Calder, local supervisor of fisheries. Suggestions as to the marketing of all kinds of fish were received and considered, and it is hoped that something tangible will result from the meeting.

#### Newman Made the First "Set"

To Simon Newman of Wilson's Beach goes the credit of having made the first "set" of the season in the North Channel on the New Brunswick side of the Bay of Fundy. He succeeded in bringing home a fare of seven hundred pounds of codfish the 17th day of April. Other boats from Campobello have been fishing at Grand Manan securing from one thousand to two thousand pounds of codfish each day.

#### Handliners

A number of Wilson's Beach fishermen manned Sewall Newman's power boat and made the first of a series of handlining trips to Grand Manan, catching cod off Bradford's Head. They returned with small fares the first of April, but Edgar Mitchell and his crew of North Road had better luck, getting about twelve hundred pounds. The fish were sold to the new brine-freezing plant at St. Andrews, Algonquin Sea-Foods, Ltd.

#### New Supervisor of Fisheries

Lawrence H. Parks, of Upper Derby, Northumberland County, has been appointed Acting Supervisor of Fisheries to succeed H. E. Harrison of Fredericton who was retired April 1, after 29 years of service.

#### "Harold Conrad" Lost

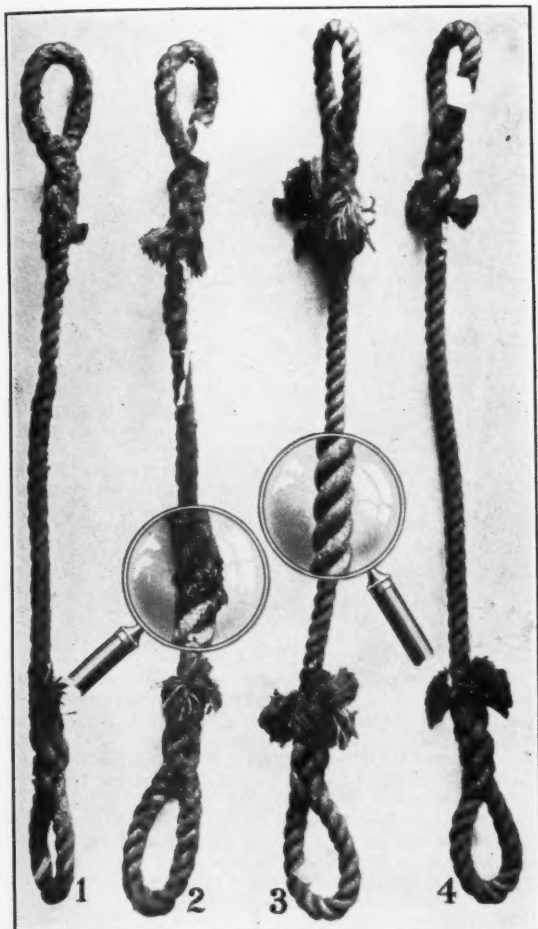
New Brunswick interests received word the first of April that the banking schooner *Harold Conrad*, owned by Forward and Tibbo, of Grand Bank, Newfoundland, with Reuben Thornhill as master, became a total wreck when she struck Point Rosie while beating out of Fortune Bay in a storm and dense fog. The crew of 23 men was saved and 100 quintals of codfish were salvaged. The vessel itself was broken to bits, it is said.

#### Prince Edward Island Fisheries

Prince Edward Island fisheries for the year 1930 showed greater landings but a decrease in value from those of 1929. The total value of the 1930 catch was \$1,252,478, compared with \$1,297,125 for 1929. There was an increase of

(Continued on Page 22)

# Conclusive Proof



Reproduced above is an actual photograph of both ropes after being buried in damp ground for six months. Specimens 1 and 2 are the Best Quality Treated Manila—note the rotted condition of this rope. Specimens 3 and 4 represent "AMCO" Treated All-Weather Rotproof Manila—which is in excellent condition.

Following its remarkable success "AMCO" All-Weather Manila Rope is being imitated. To insure to the buyer that he is getting genuine "AMCO" Rope, it is wrapped in green burlap and contains an identifying label.

IN a recent test to ascertain the action of rot on rope, samples of "AMCO" Treated All-Weather Manila Rope and samples of a Best Quality Treated Manila Rope, both brand new, were buried simultaneously in damp ground. Both of these ropes were  $1\frac{1}{2}$  ins. diameter, on which size the required tensile strength of Manila Rope, when new, is 17,500 pounds. At the end of six months the samples were removed from the ground and tests made which showed that the Best Quality Treated Manila Rope possessed an average tensile strength of only 425 pounds, having lost over 97% of its original strength. The "AMCO" Treated All-Weather Manila Rope possessed an average tensile strength of 13,050 pounds, having lost only 20% of its original strength.

This is conclusive proof that "AMCO" All-Weather Rope, as compared with other kinds of rope is practically rotproof. The rotproof feature of "AMCO" Rope gives those using it a protection not found in any other cordage. Each individual fibre is carefully treated prior to yarn spinning. This treatment does not add weight but it does increase the life of the rope because there is no chance of serious damage due to dry-rot, to which all rope, whether or not it is used, is subject.

Don't judge a rope only by its strength when new. It is far more important to consider what its strength will be after several months storage or exposure to the elements.



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\$25,000 in capital investment in the fishing industry, and also a slight increase in the number of persons engaged in the work, namely 3,495. Capital investment in the catching and landing operations was \$740,662 and in fish curing and canning plants \$189,375 an increase in both cases over the previous year.

Lobster landings were the most valuable part of the catch, reaching 8,082,000 pounds valued at \$803,000. Cod came second with 6,625,000 pounds valued at \$155,000 showing a gain in marketed value of \$36,000.

S. T. Gallant, Supervisor of Fisheries for P. E. I. said that greater interest was taken by a number of fishermen in the dressing and curing of codfish, and, as a result, better prices were received for the product. They received one cent a pound more for pickled fish.

P. E. I. mackerel fishing was better in 1930 both in size of catch and in marketed value. Clam fishing was also better, but smelt fishing, one of the island's most important fisheries, was much less productive. Herring, hake and cusk, and haddock catches, were all less than in the previous year.

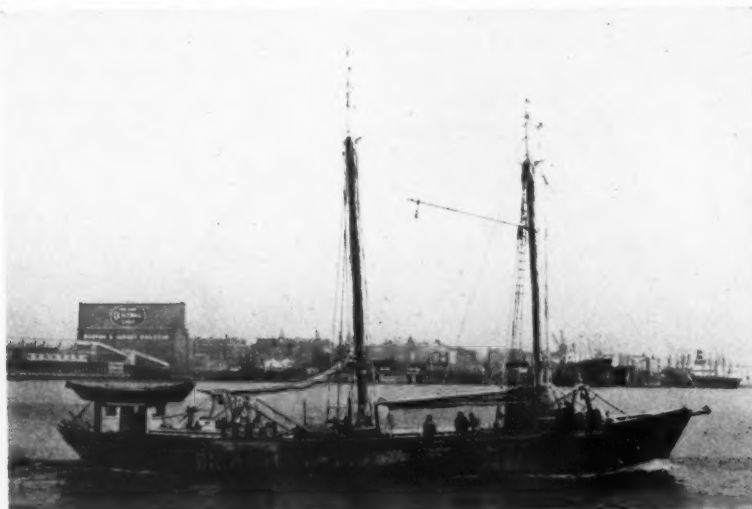
tests have also been made at meetings of salmon fishermen held in Campbellton, Dalhousie, Chatham, Fredericton, Lorneville and Shediac.

#### Organize Fishermen's Union

A Fishermen's Union is being organized for St. John harbor, for possible affiliation with the Fishermen's Federation. An organization meeting was held in West St. John, and a committee of 10 men selected to arrange for the details. On the committee are: Andrew Wilson, William Watters, John G. Ward, G. Fred Ferguson, Theodore Evans, James Driscoll, Ernest McCavour, W. J. McFee, Walter L. Evans and J. Fred Belyea, the latter as chairman. The committee has held several meetings. It is proposed to include fishermen from Bay of Fundy ports along the New Brunswick shore. St. John and Lorneville fishermen are especially active in the work of organizing the union.

#### Want Government Aid in Marketing Catches

A number of men who have given close study to the fishing industry as producers, covering periods of from 25



*"Elvira Gaspar"*

The *"Elvira Gaspar"* of Gloucester for which the United Fisheries Co. are agents is commanded by Capt. Joaquin Gaspar. She is powered with an Atlas Imperial Diesel engine; equipped with Westinghouse generators and Edison batteries, installed by Charles E. Rice; Shipmate range, and rigged by George E. Roberts with New Bedford cordage. Carpenter work and sails were by the United Sail Loft Co., Inc.

## West St. John Meeting Protests Tax And Limitation on Salmon Fishing

By M. E. McNulty

**A**T a meeting of salmon fishermen held at West St. John, a formal protest was lodged against the tax of 3 cents a fathom on salmon drift nets, and the limiting of the salmon fishing season from June 1 to August 1. The protest was sent to Ottawa, whence the new orders came. The new regulations applied to all of New Brunswick. The claim was made that the salmon were decreasing, and the measures taken were protective of the fishery. The tax means about \$18 a year, at least for each fisherman. The fishermen had as their season before, March 1 to September 1. An effort is being made to restore the May fishing, as the prices were better for the salmon in May than any other month. The protest meeting was attended by 75 fishermen, with J. Fred Belyea as chairman. Walter W. Leonard, of St. John, who represented the St. John salmon fishermen at a recent Ottawa conference, following which the new regulations were announced, was a speaker at the meeting, and gave a report on what happened at the gathering. He showed conclusively that the salmon were not diminishing, and that the St. John River, from mouth to source, was in a positively healthy condition. The meeting asked that the season open May 25 and close August 31. A petition was drawn up for circulation among all the fishermen. The following committee was appointed to handle this petition: John Silliphant, Jr., Russell James, James McCavour, John McDade, all of West St. John, and W. W. Leonard, St. John, chairman. Pro-

to 50 years, came to bat with the opinion that the various Provincial Governments should show their interest in the industry, and help the producers. The best way to do this would be to take hold of the selling problem. Or, at least, stretch out the helping hand to the producers by helping them market their catches. As things stand now, it isn't a question so much of abundance or scarcity of the fish; the obstacle is to sell them at the right profit. During the past year, especially, men have gone out in foul weather, risked their lives and met with hardships, and then found it necessary to sell their fish at a margin that wasn't worth while. In many cases, a man and several sons are partners and the profit, when divided, can hardly be seen with a microscope. With smoked fish, particularly herring and gaspers, it has been a tough task to sell these cured fish at a profit, considered worthy of the name.

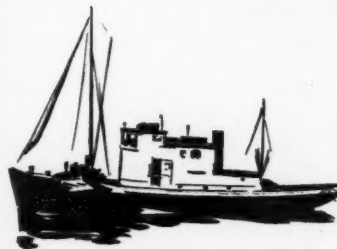
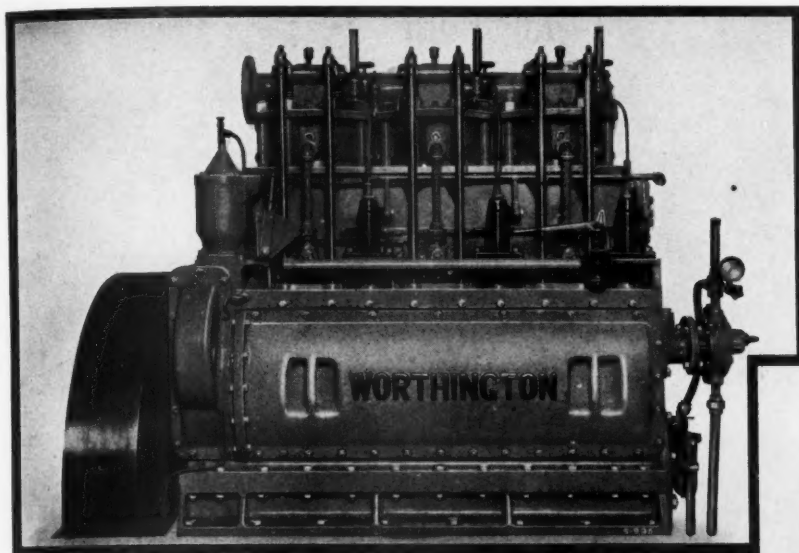
#### R. W. Grimmer, New Special Supervisor

R. W. Grimmer, of St. Stephen, has been making a tour of the Maritime fishing settlements in recent months, getting acquainted with conditions. He is the new special supervisor of fisheries protection and patrol for the Maritime Provinces. Mr. Grimmer is a former member of the Canadian House of Commons, and New Brunswick legislature.

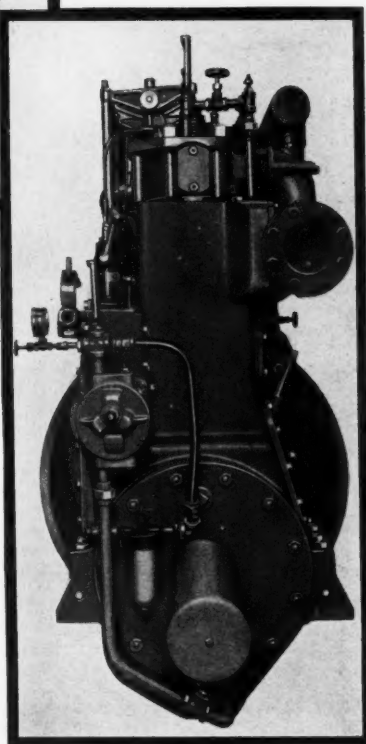
#### Dalhousie Fishermen Want Base of Fisheries Officer Changed

An agitation is afoot to have the base of the fisheries officer for the Restigouche River section, transferred from Campbellton to Dalhousie. It is claimed by Dalhousie fishermen that their town is in a better position for the officer, and his location there would make it easier for the fishermen to reach his office in order to get the necessary fishing permits. The claim is made that considerable time was lost from work by the smelters during the past Winter season, because of being forced to go to Campbellton for the licenses. Some of the men had to lose a day in the round trip, it is claimed.





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# WORTHINGTON



New Brunswick Sardine boat "Pioneer", owned by Booth Fisheries Co., Ltd., and commanded by Capt. Roland Leslie with Clifford Lambert as engineer, and powered with a 60 h.p. Fairbanks-Morse C-O engine.

## Halifax

### Hears that Montreal May Become a Base of Operations

By M. Ryan

NOVA Scotia's fresh fishing industry may lose some of its importance, at least during Summer seasons if contemplated plans of the National Fish Company, of Halifax, are successfully executed. For the first time Montreal may become the base of major fishing operations to the offshore banks, for it is reported that one of the company's five beam trawlers will land her fares at the Quebec port commencing early in the Summer.

The *Rayon d'Or*, a steamer of 191 tons net register, it is said, has been chosen to make the experiment and will be under command of Captain H. Hansen, now master of the trawler *Lemberg*. Fish are to be taken in North Bay, the nearest fishing banks to Montreal, and situated in the Gulf of St. Lawrence. It would take the *Rayon d'Or* about two and one-half days to reach the grounds from Montreal.

It is believed that the saving in rail rates ordinarily paid on fish landed in Nova Scotia and marketed in Montreal would offset the increased cost of production. Bunker coal actually costs less in Montreal than Halifax, although the Nova Scotia port is much nearer steam coal producing areas.

The fish, of course, would be iced aboard to insure their arrival at Montreal in good condition. There they could be disposed of direct to Montreal buyers with a further saving of handling costs.

As far as it is known the experiment has never been tried before. The Leonard Fisheries with head offices in Montreal has always been content to supply their fish for Montreal consumption from Halifax in Winter and Port Hawkesbury in Summer.

The head offices of the National Fish Company, on the other hand, are in Halifax, although Montreal consumes a large percentage of the fish landed.

Although only one trawler is mentioned in the reports as being destined for Montreal, it is believed that if the experiment proves successful others may follow. The fishing banks of North Bay are unusually productive and would no doubt provide ample supplies.

Fishing out of Montreal, of course, would be only feasible during navigation seasons usually from the middle of April until early in December. During the Winter and early Spring the St. Lawrence River and the Gulf of St. Lawrence are blocked by ice although the ports of Halifax, Liverpool, Lockeport, Lunenburg, Digby, Shelburne and others in Nova Scotia are always open to navigation. Nova Scotia therefore will always be the base of operations in the Winter.

Last Summer an almost similar experiment was made when one of the Yarmouth auxiliary fishing schooners carried several fares to Saint John. They were the first receipts at the New Brunswick port from the off-shore banks in years, and it was reported that the experiment was a success.

## Yarmouth

### Incorporators Organize the Western Fisheries, Limited

By the Lurcher

A BUSINESS transfer in the fishing industry and of considerable importance to this section of Nova Scotia, recently took place when the Western Fisheries, Limited, was organized, purchased and took over all nets, gear and extensive property holdings at Port Maitland, Yarmouth County, of the Burns Points Trap Company, Limited. The Burns Point Company was one of the best known fishing concerns in Western Nova Scotia. In its trap berth it held one of the leading locations to be found along the Nova Scotia coast, and had carried on business for about sixty years. The new company is composed of V. J. Pottier and P. L. Judge, of the Yarmouth law firm of Landry, Pottier, Judge and Theriault; and Alexander J. Fraser, manager at Yarmouth South of the firm of J. R. Poole, Limited. The directorate of the new company in addition to the above named persons consists of Chelsea D. Cann, Dr. G. V. Burton, C. B. Shatford, and R. W. E. Landry, K. C., all of Yarmouth.

#### Lobster Catches Increasing

The lobster fishing for the first six weeks of this season was very quiet and it was not until after the 15th of April that the catches reached an average. Since then better weather has prevailed and the fishermen all along the coast are showing quite a gain. That is particularly so on the Seal Island grounds and points further East. The record shipment up to April 21st was made by the Boston and Yarmouth line steamship *Evangeline*, which sailed from Yarmouth for Boston on that date, when 941 packages went forward.

#### Sandford Fish Trap Co., Ltd., Looks for Good Season

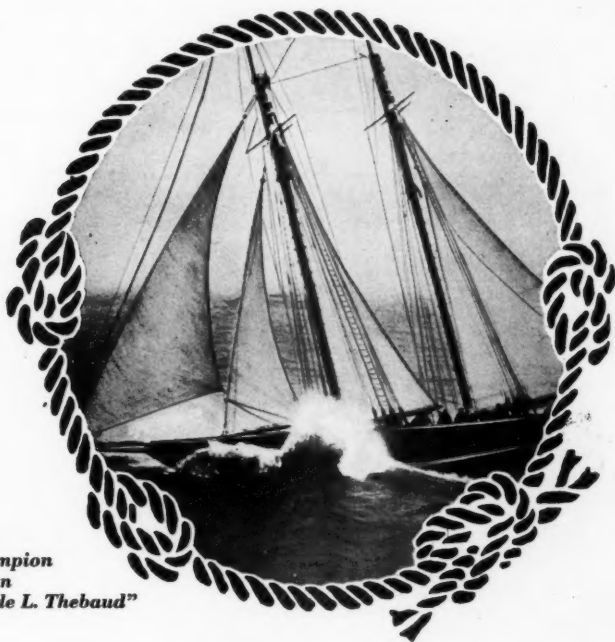
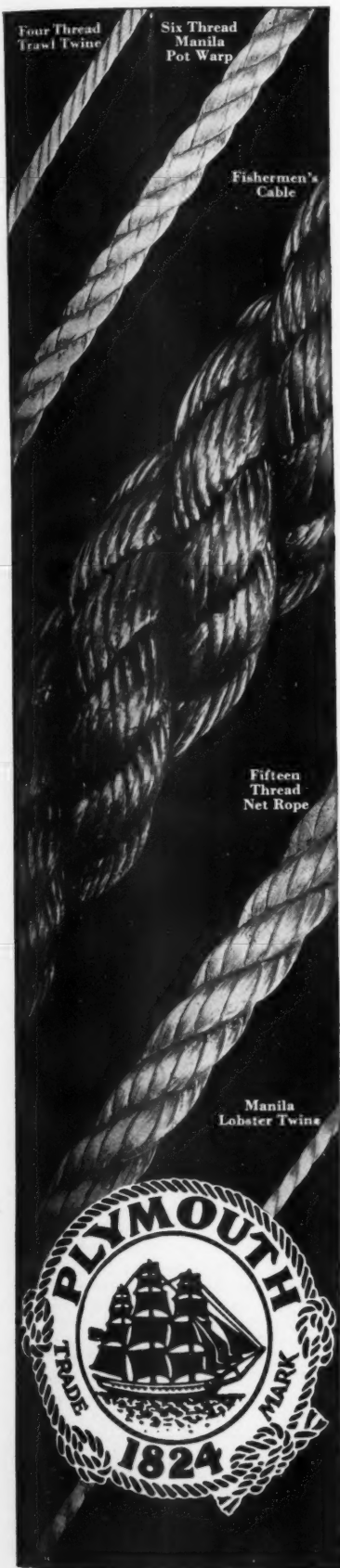
The Sandford Fish Trap Company, Limited, operating off Sandford, Yarmouth County, has taken on its crew for the season and under the supervision of Reuben Bower, skipper, the men are busy getting the gear in readiness for the coming mackerel season. This concern last season, despite the terrific wind storms which swept the coast after the trap was set, and badly wrecked other traps in this vicinity, had a good year and the management is very optimistic over the prospects for the approaching season.

#### "Beatrice L." Launched at Meteghan

A nice launching took place at the yards of the Meteghan Shipbuilding and Marine Railway Company, Limited, on April 17th, when the handsome motor vessel *Beatrice L.* slipped down the ways and into the waters of St. Mary's Bay. The vessel is very strikingly lined and the fine model has appealed to all who have seen the craft. It is exceptionally well constructed all of native spruce and hardwood, while the interior finish is of Douglas fir with native hardwood trimmings.



"Melbarlena I" built by Trove Surette of Surette's Island for Melbarlena Fish Co., Ltd., of Yarmouth, N. S. She is skippered by Capt. Edward Pyne and is engaged in fresh halibutting.



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Whatever Plymouth rope you buy—whatever treatment you order—you can be sure you are getting the most for your money—service and dependability *always*.

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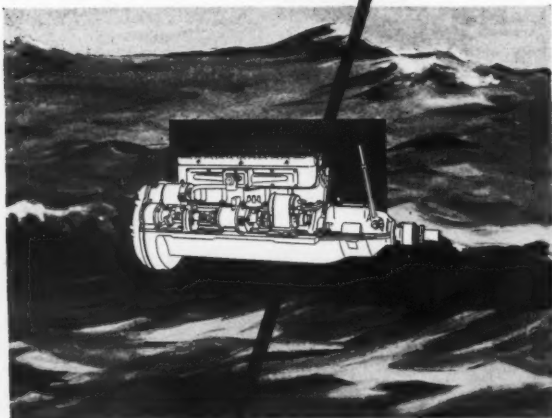
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## PALMER ENGINES

## Lunenburg Delegation at Ottawa Presents Views of Fishermen

By H. R. Arenburg

THE delegation to Ottawa to present the views of the Nova Scotia fishermen, as expressed in the Resolution passed at a conference held in Lunenburg some time ago, made three presentations of their case—to the Government, to the Nova Scotia members and again to the Maritime members. The personnel of the delegation was W. H. Smith, M. M. Gardner, Mayor W. E. Knock, and J. J. Kinley, of Lunenburg, George Leonard of North Sydney and Captain Myhre of Liverpool, all members of the Executive Committee appointed at the convention to carry out the objects of the resolution which demanded total abolition of the trawler by prohibiting the landing of fish and the taking on of supplies in Canadian ports for this method of fishing. The delegation found the steam trawler interests active, as they also had a delegation at Ottawa with two solicitors presenting their side of the argument.

It is the opinion of the delegates that at this particular time the case in favor of the fishermen is much stronger. Because of the industrial depression and unemployment in Canada, the legislators at Ottawa are deeply concerned about anything that affects the social and domestic structure, and the existence of 20,000 fishermen means a great deal to Nova Scotia. When Governments are making a supreme effort to find employment for people the request of the fishermen of Nova Scotia for the abolition of the steam trawler comes as a concrete suggestion to help the Government out of some of its present difficulties.

Apart from unemployment, conditions have changed in the last few years. The development of the internal combustion engine has made the fishing schooner much more efficient, and the question of a continuous supply as an argument in favor of the steam trawler does not seem to be so seriously considered at Ottawa. The strongest argument that steam trawler operators use is that other nations use steam trawlers and are fishing on the Banks, and that this is an international problem. The question is naturally asked why foreign steam trawlers are on the banks so far from their base; and the answer is that they have depleted the fisheries at home and must now go further afield. But they are at a disadvantage so long as they cannot use Nova Scotia ports for their base of operations.

While conservation and interferences must be arranged with other nations, the question at issue at the present moment is the preservation of the Canadian fresh fish market for the Canadian fishermen, since the fishermen are quite able to supply the 9,000,000 people of Canada. The argument of the delegates at Ottawa was largely along the lines of the Fishery Commission, the majority report of which, with one dissenting voice, demanded the abolition of the trawler in the interests of the Nova Scotia fishermen. Mr. Justice MacLean, who dissented from his associates and made a minority report, said in effect that the number of steam trawlers should be no greater than was necessary to supply such demands as the fishermen could not meet, and at this time the fishermen are safe with that doctrine because there is an over supply, there is depression and unemployment, and no supplementary methods are needed to supply the fish markets of Canada.

The delegates to Ottawa met a number of fish distributors of Montreal and found a wonderful sentiment in favor of the fishermen, which is a great change over some years ago when they thought the steam trawler was necessary to supply the demand.

#### "Schwatka" has Cooper-Bessemer

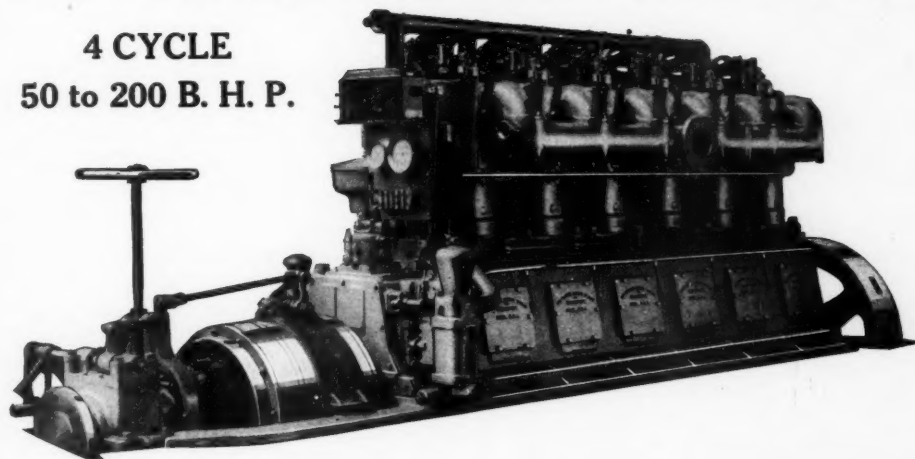
Smith and Rhuland launched a fine power trader for Captain Norman Oxner. The vessel was christened *Schwatka*. She was towed to the railway wharf where a 180 h.p. Cooper-Bessemer Diesel engine will be installed.

#### "Marlis" Launched

Leary Brothers shipyards at Dayspring were the scene of great activity when an auxiliary schooner of 85 tons was launched. The vessel was christened *Marlis* by Captain Howard Verge, who will command her on her maiden voyage. Equipped with a 225 horsepower Fairbanks-Morse engine of

# WOLVERINE

4 CYCLE  
50 to 200 B. H. P.



150 B. H. P.—350 R. P. M.—Propeller Speed in Reverse—100%—

Catalog No. 135 and Proposals  
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## Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

the latest design, the *Marlis* has also a modern electric lighting system. She is 112 feet overall, 21 feet beam and 9 feet depth of hold.

### W. H. Smith Optimistic

"The fishing industry is at present going through the greatest crisis in its history", was the statement made by W. H. Smith, President of the Lunenburg Sea Products Company, Limited, in an address given before the Women's Institute, where Mr. Smith had been invited to speak on the products of the sea.

Mr. Smith carried his audience back to 1753, to the founding of Lunenburg, when the settlers, who were in reality farmers, very soon discovered the fisheries as an added means of sustenance, but which until the year 1783 were of a negligible character. From that date the industry advanced until 1896 when the fleet comprised eleven vessels operating, with fish bringing \$2.75 per quintal. In 1918, the highest peak in its history, 140 vessels were operating and receiving for their fares from \$13.00 to \$15.00 per quintal. Then followed a slump in prices and many vessels and men went into what they considered a more remunerative business, with a consequent decline in the industry that had made Lunenburg one of the most prosperous towns in the province. But he added that he had unbounded confidence and faith in the fishing industry which, if operated scientifically, would put this fair Province by the sea in a flourishing financial condition again.

### "Rita Marion" a New Schooner

The new auxiliary fishing schooner for Captain Enoch Tobin, recently launched at Eastern Points, was towed here and is receiving her final adjustments, after which she will engage in fresh fishing. The craft is named *Rita Marion*, is about 27 tons, and was built by William Mason of Eastern Points.

### Foreign Beam Trawlers

That foreign beam trawlers operating on the Sable Island fishing banks deliberately run down and destroy the trawls set by the Lunenburg fishermen, is charged by Captain Arnold Parks, of the schooner *Bruce and Winona*. Captain Parks and his crew of twenty men were in a disgruntled mood when they arrived at North Sydney and say they will forward a protest to the Minister of Fisheries of the Federal Government and to the French Consul, relative to the unkind treatment they received while fishing on Sable Island Banks. Cap-

tain Parks stated that he was obliged to leave the fishing grounds owing to the tactics of the foreign trawlers and that he intends to take immediate action. Many other masters have had the same complaint, and say that unless the Government supplies the Lunenburg fleet with a suitable fleet of patrol boats to safeguard their interests, these foreign trawlers will force the fleet off the fishing grounds in a very short time.

### "Marion and Emily" Changes Captains

The schooner *Marion and Emily*, fishing out of the port of Halifax, during the Winter months in command of Captain Edward O'Neill, will be in charge of Captain Charles Keeping, of Newfoundland, during the banking season.

### "Harriet and Vivian" First to Arrive

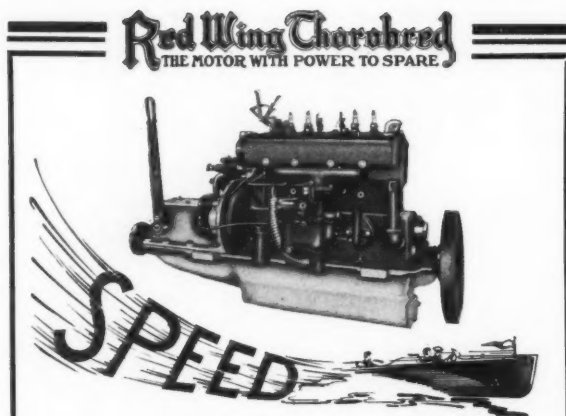
The schooner *Harriet and Vivian*, Captain William Deal, was the first of the frozen baiting fleet to arrive in port from the Banks. On the Western Banks, Capt. Deal says he encountered twenty-eight French beam trawlers operating at one time.

## Digby, Nova Scotia

By J. F. Hillman

THE lifeboat *Deering*, stationed at Bay View, Digby county, was towed to Belliveau Cove recently, where repairs will be made. The lifeboat received a severe battering during a rescue in a heavy sea a few months ago, and an examination revealed the necessity of extensive repairs. In the meantime the Patrol Boat *Capelin*, Captain Ernest Lewis, is performing the double duty of mothering the scallop fleet and watching over the fishing boats. During the past few weeks the *Capelin* picked up several fishing boats and scallop boats that were in distress.

The scallop fishermen have suffered considerably this season. Caught between falling prices and the high cost of operating, the net receipts for the catches have not been very large, and nobody in the scallop game is getting rich. Several of the boats have discontinued operations until prospects improve. Trawl fishermen are meeting with some success, but it is rather too early for the big catches that are seasonable.



### The Keynote of RED WING'S Newest and Fastest Model

For you who enjoy skimming over the waves in a speedy runabout, Red Wing's announcement of the new Model D-SPECIAL will be of special interest. It is a light weight, high-speed, 4-cylinder marine motor, ideal for the 16 to 20-foot runabout—but also powerful enough for small cruisers and auxiliary use.

All the rugged features of the popular Model D Medium Duty Red Wing have been retained—plus many new features fitting the motor for high speed service. Bore of 2½ in.; stroke, 4 in. Speeds of 2000 to 3000 r.p.m. Develops up to 25 h. p. Complete, with aluminum base, the Model D-Special weighs only 300 pounds.

Immediate deliveries can be made of the Model D-SPECIAL. Detailed information gladly mailed on request, and interesting prices quoted.

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This important fact should be given due weight when the purchase of a range is considered.

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STAMFORD CONN

# SHIPMATE

## On the Boston Fish Pier

### Cull of Fish

THE cull of fish as follows is recognized by the New England Fish Exchange. **CODFISH:** Extra large over 25 lbs.; Large 10-25 lbs. inclusive; Market over 2½ to 10 lbs.; Serod 1½ to 2½ lbs. inclusive. **HADDOCK:** over 2½ lbs.; Serod 1½ to 2½ lbs. inclusive. **HAKE:** Large 6 lbs. and over; Small over 2½ to 6 lbs.; Snappers 1½ to 2½ lbs. inclusive. **CUSK:** over 3 lbs.; Serod 1½ to 3 lbs. inclusive. **POLLOCK:** 4 lbs. and over; Serod 1½ to 4 lbs. **SMALL SCROD:** Codfish, Haddock, Hake, Pollock and Cusk less than 1½ lbs. shall be called trash and not to be taken as Serod. **HALIBUT:** Medium White over 12 to 85 lbs.; Medium Gray over 12 to 85 lbs.; Large over 85 to 150 lbs.; Extra Large over 150 lbs.; Chickens 12 lbs. and under. **SWORD FISH:** over 110 lbs.; Babies 110 lbs. and under. May be purchased at price agreed on between buyer and seller. **MACKEREL:** Large 2½ lbs. and over; Medium 1½ to 2½ lbs.; Small 1 to 1½ lbs.; Tinkers ½ to 1 lb.; Tacks under ½ lb. **SOLE:** Lemon Sole 3 lbs. and over; Gray Sole 2 lbs. and over. **FLOUNDERS:** Black Backs ¾ lb. and over; Yellow Tails 1 lb. and over; Dabs 1 lb. and over. **SCALLOPS:** 9 lbs. to the gallon. From April 1st to November 1st all groundfish must be gilled.

### Huge Drift of Haddock Spawn

The United States Bureau of Fisheries steamer *Albatross II* which has just completed the first trip of the first haddock spawning survey on the North Atlantic grounds, found an unusually large drift of the eggs of this fish about in the middle of the Georges Bank. It is hoped to learn where the principal haddock spawning grounds are located, and when and where the biggest drifts of the eggs are carried by the ocean currents, with accompanying data, so that eventually the Government may predict the haddock "crop" from year to year, and perhaps for several years in advance.

### 42,000 Pounds in One Drag

The *Alden A. Mills*, Capt. Olsen, arrived the early part of April with a catch of about 130,000 pounds from Georges Bank and reported catching 42,000 pounds of fish in one drag. These were all haddock except two codfish and one monk fish. They had to "cut the net" two or three times in unloading it.

### April 13 A Big Day

Groundfish have been in good supply but prices have ruled low. Fishermen report that the weather has been the best on the grounds since last Fall. The receipts on April 13th comprised 38 arrivals, 2,320,000 lbs., one of the largest day's receipts this year, and the largest since March 16th when the receipts comprised 33 arrivals, 2,327,000 lbs.

### Trawler Tows Net 250 Miles

What is believed to be the longest tow of a heavy otter trawl net from the fishing banks was ended April 13 at Boston, when the trawler *Cormorant* came 250 miles from Brown's bank with her big net towing astern unable to haul it on deck because of a broken winch. The net was weighed, and a buoy lashed to it as the trawler arrived in Broad Sound in the lower harbor, then cast loose to await the repairing of the winch. The trawler, Capt. Daniel McLean, left Boston 10 days before and went to the Western bank. From there she went to Brown's bank and had 82,000 pounds of fresh groundfish on ice, when, with her net out, the winch broke down just as the crew were about to drag the huge net in.

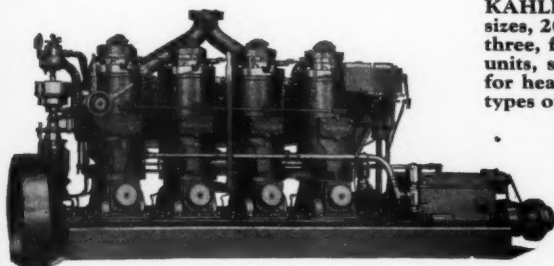
### "Cormorant" in More Trouble

Appeals for help were sent out by radio April 26 by the trawler *Cormorant*, which was in danger of going on the rocks near Wood Island light, off the Maine coast. Later in the afternoon the trawler anchored safely in Biddeford Pool. The trouble developed when a tow-line broke. The trawler was being towed by the tug *Ellen Ross*. The Coast Guard cutter *Active* started at once to the *Cormorant* but the tug was standing by, and before the *Active* reached her, the *Cormorant* reported she was safe.

### Lowell Thomas on "Boston College"

The *Boston College*, Capt. Nick Cole, sailed on an outing trip from the Pier April 22 taking out Mr. Lowell Thomas and other notables. Mr. Thomas made a short address in the Exchange.





KAHLENBERG offers ten sizes, 20 to 200 H. P. in two, three, four, and six cylinder units, single or twin screw, for heavy duty service in all types of boats and vessels.

KAHLENBERG DISTRIBUTORS have trained men available at all times for installation and prompt service. They are aided by full factory cooperation, thus avoiding delays.

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Points of interest to discriminating marine men include the complete governor control throughout the entire speed range; the injection timing control—adjustable while the engine is in operation; scavenging air control; force feed lubrication; two separate air starting systems on each engine; two separate methods of direct reversing; heavy duty reverse gear on all models; inbuilt all-bronze circulation and bilge pumps; inbuilt air compressor; and extra long water-jacketed main bearings.

KAHLENBERG dependable and continuous operation means profits to commercial fishermen. The ever increasing number of KAHLENBERG installations—all of them successful—have proven again and again to owners and prospective buyers the wisdom in choosing KAHLENBERG—"THE HEAVY DUTY OIL ENGINE WITH THE LONGEST LIFE AND LOWEST UPKEEP".

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HEAVY DUTY  
OIL ENGINES

#### "Maine" on Maiden Trip

The Red Diamond Trawling Company's new trawler *Maine*, launched at Bath, April 7, has sailed fishing.

#### Capt. Parsons Loses Cook

The *Lark*, Capt. Ernest Parsons, came in recently with her flag at half mast, her cook Raymond Perry having died in his bunk, a victim of a heart attack. He was 65 years old and had sailed with Capt. Parsons for 16 years.

#### "Elizabeth & James" Gone to Maine

The gill netter *Elizabeth and James* has taken up her nets in local waters, and is off the Maine coast, marketing her fares at Portland.

#### Saves Life by Clinging to Net

How a tragedy of the sea was averted and Simon Crockett of Quincy saved himself from almost certain death by his grip on a fish net was related by members of the crew of the trawler *Princeton*, when she arrived April 28.

At midnight, April 22, the *Princeton* was operating on Western Bank, 12 miles Southeast of Sable Island. A storm had been brewing during the day and although there was a heavy ground swell and the vessel was pitching violently the crew continued operations under flood lights attached to the forecabin head.

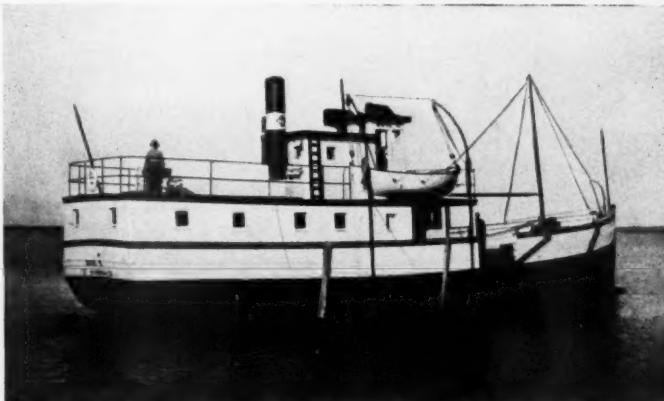
The steamer's winches had hauled in the otter trawl, and Crockett standing by the starboard rail, had released the purse string of the net, dropping the catch on deck. The boom from which the net was suspended was swung back toward the starboard rail. Crockett grasped the end of the net and was preparing to tie the purse string when a comber struck the vessel on the port side, rolling her starboard rail under.

The momentum of the vessel swung the net overside and Crockett was carried with it and dropped into the sea at a distance from the side of the vessel. As the *Princeton* righted herself, the net came out of the water and Crockett, clinging with one hand, was lifted shoulder high out of the sea. Chilled through by the icy water, he managed to retain his grip, and after several attempts by members of the crew,

a line was snaked out to him and with his free hand he made it fast about his waist and was pulled back to safety.

#### "Sam and Priscilla" Aground

The *Sam and Priscilla* out of New York, bound for Cape May in command of Capt. William Goodwin of Boston, and carrying its owner, Capt. Michael Sinagra of Boston, ran aground on a bar in the inlet at Atlantic City, April 29. The Captain, owner and crew were taken off in life boats sent out from the Coast Guard station.



"Rose M." owned by the Booth Fisheries Co. This boat makes an eighty mile daily run on Lake of the Woods in Northern Minnesota, and is powered with a 100-120 h.p. Kahlenberg oil engine.

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## CUNNINGHAM



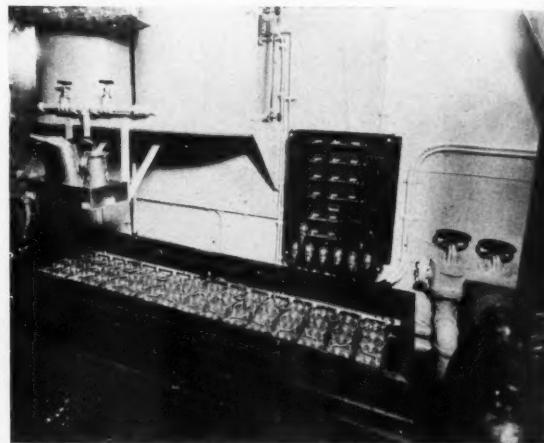
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## Edison Batteries for Red Diamond Trawlers "Illinois" and "Maine"



The Edison battery installation in the trawlers "Illinois" and "Maine".

THE Edison battery installation for the *Illinois* and *Maine*, recently launched trawlers for the Red Diamond Trawling Co. of Boston, consists of ninety-six cells, 225 amp. hr. capacity, type A6H battery, of the high type which requires infrequent water filling. These are assembled in easily handled six cell trays in one bank located on a flat or tray at the forward end of the engine room level with the floor. The batteries are particularly well located for ready inspection, and are well ventilated.

The battery is divided in two parallel banks for charging, and thrown in series for discharging. This method assures proper charging to full capacity at all times, eliminates possible generator reversal; while generators are run at normal operating voltage, remain constant and do not require adjustment for battery charging. When generators are shut down the battery assumes the load fully charged and ready to deliver full rated capacity in useful work on lights or auxiliaries.

H. P. Gustafson of Walter H. Moreton Corp., Boston, who supervised the installation, in referring to the Edison storage batteries as the "Lifetime Batteries", says: "Mechanically their nickel steel construction is unbreakable; electrically, the Edison battery may be left standing in any state of charge without injury; discharge to zero voltage; short-circuit; be charged in the reverse direction; in other words they stand abuses that are almost unbelievable.

"As its electrolyte is alkaline, there are no corrosive fumes, it cannot freeze, and the solution is a preservative of steel; (important on any steel ship in case of accidental leakage). Its capacity remains constant throughout life. It requires no internal cleaning, equalizing charges or renewal of separators throughout life."

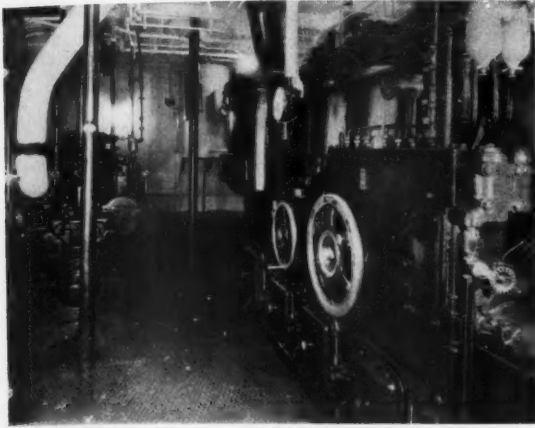
### Fisheries' Association Banquet

The Annual banquet of the Massachusetts Fisheries Association was held April 16th at the Hotel Statler in Boston. It was the largest and best of the Association's gatherings, 628 people being present. The speaker of the evening was Douglas Mallock from Chicago, who gave an interesting and entertaining talk. An unexpected guest was His Honor the Mayor of Boston, who spoke on economic conditions. A very fine dinner was served, among the dishes being a one pound portion of choice fish for each person. After the banquet, bridge and dancing were enjoyed. Music was furnished by Collin's orchestra, the leader of which is connected with the O'Hara Bros. Co.

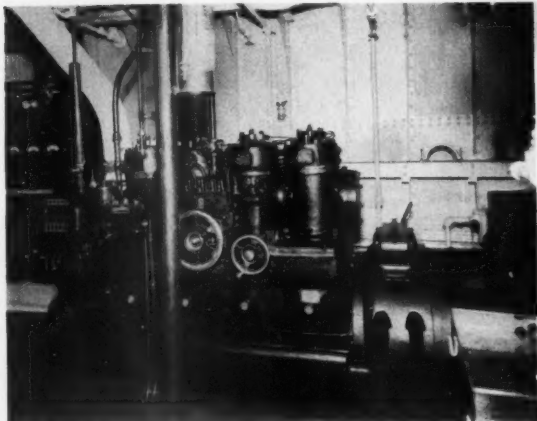
### John Burns, Jr., Recovering

On April 22nd., John Burns, Jr., President of the Ocean Trawling Co. and Burns-McKeon, entered the Morrill Wyman House of the Cambridge Hospital, for an emergency operation. Last reports indicate that satisfactory progress is being made and it is expected that Mr. Burns will soon be able to return to his office on the Fish Pier.

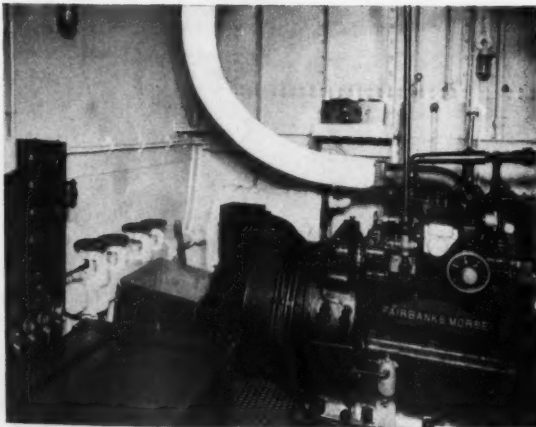
Photographs taken in the engine room of the  
Trawler "Illinois"



550 h.p. Fairbanks-Morse 6 cyl. engine, 14 x 17 P. S., and  
100 h.p. 80 k.w. generator set.



80 k.w. 100 h.p. Fairbanks-Morse Diesel generator set.



20 k.w. Fairbanks-Morse Diesel generator set, showing 24-  
volt starting battery, starting panel and independent fuel  
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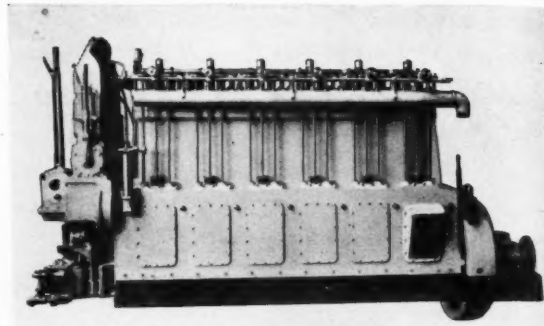
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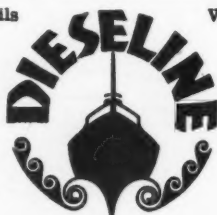
Gloucester, Mass.



The 175 h.p. Winton Diesel engine in the Bureau of Fisheries vessel "Pelican".

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**Winton-powered "Pelican" cruising for  
Bureau of Fisheries**

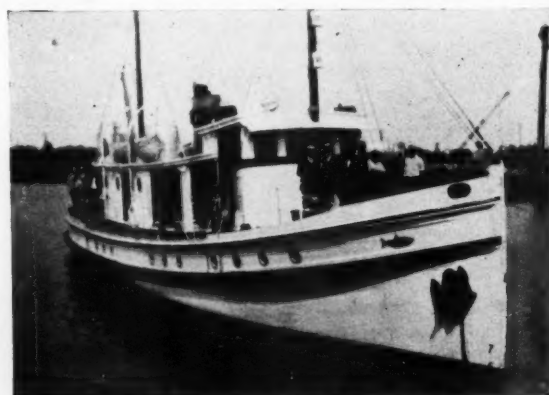
THE 78-foot Winton powered wood vessel, *Pelican*, was constructed for the U. S. Bureau of Fisheries by the Boat Harbor Marine Railway Corporation, Newport News, Va., and delivered to the Bureau during the Fall of 1930.

The vessel will maintain its headquarters at the Federal fish hatchery at Boothbay Harbor, Maine, but will be available for general service in the coastal waters of the New England and North Atlantic States. Its primary purpose will be for service in connection with the artificial propagation of cod and Winter flounders. The vessel will run from the hatchery to nearby fishing grounds, collecting cod eggs for incubation at the hatchery or securing brood stock of Winter flounders from which the eggs are secured for later incubation. After the eggs are hatched the fry will be transported by the *Pelican* to the spawning grounds and planted.

On the more distant fishing grounds the vessel will be utilized for the securing of cod eggs which will be fertilized and planted immediately where taken without being transported to the hatchery.

The vessel will also be utilized for oceanographical investigation and study of the commercial fish and fisheries of that section. Tagging experiments and studies of tidal and current movements as they affect fish life will be included in this program. A number of cruises have already been made during the Winter months in connection with studies of the haddock conducted by the Division of Scientific Inquiry of the Bureau. For this purpose a small laboratory has been constructed at the after end of the deckhouse, and a special electric winch installed to handle tow nets, sounding devices, and other apparatus for oceanographic research.

The *Pelican* is one of two vessels operated by the Bureau on the Atlantic Coast for this service.



The 78 ft. Winton-powered Bureau of Fisheries vessel "Pelican".



The "Alaska", a Pacific Coast fishing boat, powered with a Washington Diesel engine.

### Worthington Bulletin

**B**ULLETIN S-500-B5, issued by the Worthington Pump & Machinery Corp., Harrison, New Jersey, describes a dependable and economical small Diesel power unit, the Worthington four-cycle direct-injection moderate-speed engine which offers the same economy and reliable performance as enjoyed by the larger Worthington-equipped plants.

An experience of 30 years in the building of heavy duty internal combustion prime movers has produced an engine in which simple yet advanced design meets the heavy demands of modern fishing and marine services.

This engine is available in 2, 3, 4, 5, and 6 cylinder combinations, with a continuous duty rating of 25 h.p. per cylinder at 514 r.p.m.—giving a range of sizes from 50 h.p. to 150 h.p.

The bulletin will be sent on request to those who wish to check over the engine's numerous points of advantage.

### Woolsey's Red Fish Net Preservative

**F**ISHERMEN are vitally interested in the preservation of their fishing gear, a matter that is easily understood when it is considered that such gear represents an investment of approximately \$15,000,000.00 in the United States alone, not counting boats and machinery, and that about \$80,000,000.00 worth of fish are caught each year with this equipment.

Any composition that will effectively preserve their gear from the ravages of the elements, adding another year or two to the life of it, represents a saving that will approximate several million dollars.

Heretofore, Pine Tar, Coal Tar and Creosote have been the most commonly used compounds for the purpose. Other forms of preservative compounds have been used, such as tanning, etc., and it is only within recent years that any very definite attention has been given to the subject of producing a preservative that would more effectively do the work for which it was intended.

The C. A. Woolsey Paint & Color Co., after having exhaustively experimented with all previously known products, evolved Woolsey's Red Fish Net Preservative which tests and continued use for the past few years prove to be exceptionally efficient.

One of the problems involved was that of cost. It was necessary to produce a preservative that would be in line with the cost of those preservatives in use at the present time. This they have succeeded in doing, and in offering Woolsey's Red Fish Net Preservative, they are supplying a product of sufficiently heavy consistency to permit of its being reduced by the addition of one gallon of kerosene to each gallon of preservative, thereby reducing the bulk of the package to be shipped.

This product does not require heating nor any special apparatus, does not add materially to the weight of the fishing gear, prevents the knots from slipping, and leaves the gear as easy to handle as before it was applied.

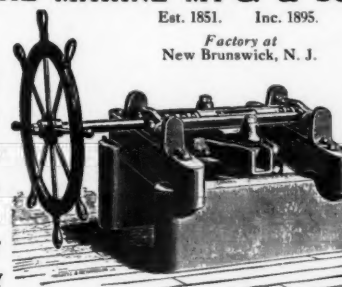
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**WILLIAM FROST**  
JONESPORT, MAINE  
DESIGNER AND BUILDER OF BOATS

SPEED AND WORKMANSHIP  
GUARANTEED—STORAGE YARD  
REPAIRS—HAULINGS UP TO 100 TONS  
GOOD SERVICE ASSURED IN OUR  
NEW MODERN PLANT



## The Grandest of All Symphonies (A Memorial Ode)

A song fills my soul  
As the strand-way I stroll  
And gaze on the Ocean's expanse,  
And think of the brave  
In that limitless grave  
Who felt that the world might advance.  
And solemn and clear  
There is borne to my ear,  
Attuned by the force of the breeze,  
The voice of the sea  
That appears unto me  
The grandest of all symphonies.

A ceaseless refrain  
From the breast of the main  
For those she has claimed as her own;  
O, who then would crave  
A more glorious grave  
Altho' 'twere unknelt and unknown?  
Upon ev'ry strand  
By that grave let us stand  
And cast floral wreaths on the seas;  
And with rev'rence replete  
Join that requiem sweet,—  
The grandest of all symphonies.

ALEXANDER C. CORKUM.

## Boat Builders and Marine Railways

### VIRGINIA

#### Thomas

Thomas Marine Railway, of Berkley, is modernly equipped in every way for expeditiously handling work of any nature on fishing schooners.

#### Hampton Roads Shipbuilding Corp.

H. B. Spear is Vice-President and General Manager of the Hampton Roads Shipbuilding Corp., shipbuilders and engineers at Pinnars Point.

#### Moon

The Moon Shipyard and Repair Corp., Norfolk, did the repair work on the *Salvatore* which grounded last month in Chesapeake Bay. Their hauling facilities will accommodate vessels up to 1,000 tons.

#### Southern

Southern Shipyard Corp., of Newport News, build up to any length, boats of steel or wood, have facilities for any repair work, and also an excellent harbor for taking care of small boats.

They are building six coast guard boats capable of doing twenty-four miles an hour. These boats are 78 ft. 9 in. in length.

O. A. Bloxom, the President of this corporation, is also President of The Virginia Sea Foods Association, and President of The Oystermen's Protective Association of this State.

#### Craig

Craig Brothers Marine Railway, established 25 years ago, is managed by pioneers and expert Diesel engineers. Two  
(Continued on Page 36)



## The Fishing Gear Mart

Use these pages to buy or sell any kind of Fishing Equipment. Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN, Inc., Goffstown, N. H.

### MARINE BARGAINS

WE HAVE THEM! Friendship sloops 29' to 44'—prices \$400 and up. Flush deck short rig Sloop 48' x 11'4", new 1919, 30 H.P. Lathrop engine, all in A-1 condition, \$1200. 50' ketch rigged Dragger, fully equipped, oil powered, new 1925, fine condition—for quick sale, \$6500. Two fishing schooners, 71' x 21' x 9'4"—forced to sell—write for particulars. Canadian Schooner, make good dragger, 60' x 14' x 6', Lathrop powered, built in 1929—\$1800. Special offering in a 44' flush deck Friendship sloop, hull and engine in very good condition, now in commission—quick sale, \$1300. Fish Boats and Dragners—30' to 60'—write us as to your requirements. Sardine Smacks, 40' to 60'—we have several good offerings. 36' x 10' x 3' trunk cabin lobster boat, also rigged up for dragging, 35 H.P. Kermath engine—all new in 1928, \$1625 for complete outfit. Also many others. MARINE ENGINES—Rebuilt and guaranteed. 15 H.P. Fay & Bowen, \$150. 20 H.P. Kermath Model F, three years old, \$285. 50 H.P. Kermath Model BEF, \$400, factory rebuilt. 40 H.P. Cummins Oil engine, new 1930, \$1000. 50 H.P. Kermath Model BBE, new 1930, not run over 20 hours, \$650. 125 H.P. Kermath factory rebuilt and guaranteed same as new motor, \$865. 60-80 H.P. Sterling, Model FM, factory rebuilt, \$450. 21 H.P. three cylinder Lathrop engine, fitted with electric starter and magneto, rebuilt, \$400. 60' x 19' x 4' 6" aux. vessel, sloop rig, formerly schooner, 60 H.P. Red Wing heavy duty motor, all in A-1 condition. Could be converted into an oil tank boat, \$4500. 63' x 24' coasting schooner, fitted with deck hoist, center-board vessel, good carrying capacity, \$4000. We have good trades in propellers—write us your requirements—OUR SERVICES WILL PLEASE YOU. KNOX MARINE EXCHANGE, YACHT & SHIP BROKERS, CAMDEN, MAINE.

### FOR SALE

Several vessels for sale, ranging in price from \$1,000, according to age and condition. United Sail Loft Co., Inc., Gloucester, Mass.

### FOR SALE

Two oil engine driven electric generators, 110 volts each, 15 kw., and one steam driven 10 kw., 110 volts. Thomas H. Brown, 25 Beaver Street, New York City.

### FOR SALE

Good second-hand chains, also trap anchors from 300 to 500 lbs. Michael Driscoll, Fish Pier, Boston.

### FOR SALE

Jersey skiff. Length 36 ft., beam, 10 ft. 6 in. 40 h.p. Lathrop engine. Built 1922. Price \$500. Long Island Fish Co., West Sayville, N. Y.

### BOATS FOR SALE

20 Diesel schooners 65'-115' long. Several 3 and 4 masted schooners. New wooden hull 65' x 21' x 6.6 shoal draft. Act quickly. Party and passenger boats 40-65'. Tank boats, 1700, 10,000, 15,000, 18,000 gallons. Ready for service. 8 deck scows, various sizes. 1—Twin screw steam lighter. Steam and Diesel towboats, both wood and steel. Steel hulls suitable for tankboats, from 15,000 gallons up to 200,000. 1—75' sea going schooner fitted up like a home. Plans available for some proposed 20,000 to 25,000 gallon tankboats to be built on order. Inquiries solicited from interested parties. Large list of bargains in yachts of all sizes and description, both sail and power.

### New Steel Welded Tankboat

64'6" x 22' x 8'. Capacity 40,000 gallons on 7' draft. 75 H.P. Fairbanks-Morse Diesel. Finest equipped boat on the market. Price very reasonable. Particulars on request to interested parties.

### CONNELLY & MURRAY, Ship Brokers

69 Atlantic Ave., Boston

Tel. Rich. 2411 and 2240

### NEW FRIENDSHIP SLOOPS

We can furnish them, built from the original Models—sizes 29' and up. Built to your order and arranged as wanted. Ketch rig if preferred. Write for particulars. KNOX MARINE EXCHANGE, YACHT AND SHIP BROKERS, CAMDEN, MAINE.

### FOR SALE

33' x 10' x 4'4" Launch, 40 h.p. Lathrop, 2 years old. Starter and generator, boat completely electrified, all gear for swordfishing and dragging, 125 new lobster pots, lines, 400 buoys. Boat 7 years old, in A1 shape. Address: Box 5, ATLANTIC FISHERMAN, Goffstown, N. H.

### FOR SALE

A 28' long, 9½' beam, 4½" draught, lobster or drag boat. New January, 1930. 30 h.p. 3 cyl. Palmer engine. Well and hauling gear. M. Strout, 269 Main St., Wakefield, R. I.

### FOR SALE

64 ft. dragger, 45 h.p. C-O engine. Everett Sherburne, Hyannis, Mass.

### FOR SALE

100 horsepower Fairbanks-Morse C-O with complete equipment. Priced low for quick sale. Apply T. Ralph Foley, Gloucester, Mass.

## FABRICA MANUAL de RÉDES de PESCA d'ARRASTO, L.da

Manufacturer of

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UNITED FISHERIES COMPANY

GLOUCESTER, MASS.

Sole Distributors for United States



Boats crossing the finish line in the Florida Fishermen's Race at Lake Worth. "Lillie B.", owned by T. Barrows, first; "Dixie Flyer", W. A. Dorville, second; and the sea skiff owned by A. Faz, third; all Universal Flexifour powered.

electric marine railways handle boats up to 800 tons. Craig Brothers are agents for Fairbanks-Morse engines and stock parts. They employ only the best machinists, blacksmiths, ship-carpenters, caulkers, and painters. They build and repair fishing boats, carry a complete line of railway and boat supplies, and make a specialty of trawler repairs and overhauling. They have ample dock space and furnish service or pilot at all hours.

#### Norfolk Shipbuilding and Drydock Corp.

The Norfolk Shipbuilding and Drydock Corporation has one of the most complete ship repair plants on the Coast, comprising both a floating dry dock and sectional marine railway with a full complement of shops and tools. This yard specializes in repairing and rebuilding jobs, and despite the depression has been kept busy. In fact, since January 1st the yard has been doing a lot of work. They had on the railway for repairing, the Diesel Fishing Smack *Beauty St. Joseph*, from Gloucester, which was sunk off the Virginia Capes last February, and seriously damaged. This large job was rapidly executed.

#### J. S. Darling & Son

J. S. Darling & Son, of Hampton, operate a well-equipped boat building plant, in addition to being one of the largest packers and shippers of oysters in this section. Their latest boat was the *Malolo*, built for Armstrong and Quinn. The construction of several new boats is being contemplated and, if the present plans are carried out, work will start on them in the near future. These new boats will be fishermen. The new business is partly the result of the great success of the *Malolo*, and a brisk business in boat building is expected for this season. Mr. J. S. Darling is Secretary of the National Shellfisheries Association.

#### NOVA SCOTIA

CODDLES HARBOR—Oscar Luddington is building a 40 ft. boat for Walter Rudolph.

PORT BICKERTON—Capt. Garfield Horton has recently launched a 48 ft. motor boat which he built last Winter.

Capt. Alfred Hiltz recently built a 34 footer for Lewis Kaiser, powered with an 8 h.p. Atlantic engine.

Henry Kaiser, assisted by Capt. William Potter, has finished a new boat powered with an 8 h.p. Atlantic engine.



Schooner "Helen G. McLean" of St. Pierre et Miquelon. 70' x 15' 6" x 11' draft. 50-60 h.p. "Wolverine" Diesel.

### Index to Departments

Boat Builders & Marine Railways	34
Boston Fish Pier	28
Canso, N. S.	20
Connecticut	18
Digby, N. S.	27
Gloucester	12
Halifax	24
Long Island	18
Lunenburg	26
Maine	15
Martha's Vineyard	19
New Bedford	17
New Brunswick	20
North Carolina	14
Prince Edward Island	20
Provincetown	13
St. John, N. B.	22
Virginia	14
Yarmouth, N. S.	24

### Index to Advertisers

American Manufacturing Co.	21
Amory, George F.	34
Andrews, L. E. & Co.	32
Atlantic Supply Co.	32
Atlas Imperial Diesel Engine Co.	5
Bath Iron Works Corp.	9
Cameron & Cameron	34
Columbian Rope Co.	(front cover) 1
Cooper-Bessemer Corp., The	6
Cunningham, Allan	30
Fairbanks, Morse & Co.	7-8
Fauci Oil Co.	33
Frost, William	34
Gloucester, Mass.	(inside front cover) 2
Great Grimsby Coal, Salt & Tanning Co., Ltd.	30
Hamilton Co., R. S.	34
Hathaway Machinery Co.	31
Kahlenberg Bros. Co.	29
Kinney Manufacturing Co.	33
Linen Thread Co., The	(back cover) 38
Marine Mfg. & Supply Co.	33
New Bedford Cordage Co.	10
Norris-Hillis Oils Co.	32
Palmer Bros. Engines, Inc.	26
Pettit Paint Co.	33
Plymouth Cordage Co.	25
Rajah Company, The	26
Red Wing Motor Co.	28
Ritchie, E. S. & Sons	34
Stamford Foundry Co.	28
Thistle, C. H.	34
United Fisheries Co.	35
United Sail Loft Co., Inc.	32
Wall Rope Works, Inc.	(inside back cover) 37
White-Warner Co.	34
Whitlock Cordage Co.	3
Winton Engine Corporation	4
Wolverine Motor Works, Inc.	27
Worthington Pump and Machine Corporation	23

y, 1931



arrows,  
owered.

..... 34  
..... 28  
..... 20  
..... 18  
..... 27  
..... 12  
..... 24  
..... 18  
..... 26  
..... 15  
..... 19  
..... 17  
..... 20  
..... 14  
..... 20  
..... 13  
..... 22  
..... 14  
..... 24

..... 21  
..... 34  
..... 32  
..... 32  
..... 5  
..... 9  
..... 34  
(over) 1  
..... 6  
..... 30  
..... 7-8  
..... 33  
..... 34  
(over) 2  
..... 30  
..... 34  
..... 31  
..... 29  
..... 33  
(over) 38  
..... 33  
..... 10  
..... 32  
..... 26  
..... 33  
..... 25  
..... 26  
..... 28  
..... 34  
..... 28  
..... 34  
..... 35  
..... 32  
(over) 37  
..... 34  
..... 3  
..... 4  
..... 27  
..... 23